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BIENNIAL EVALUATION OF CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2016 and 2017

AND

ANNUAL EVALUATION OF CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2017

FINAL REPORT

Prepared for:

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

Prepared by:

dKC – de la Torre Klausmeier Consulting
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Executive Summary

As required by the Clean Air Act Amendments of 1990, the Connecticut Department of Energy and Environmental Protection (DEEP) in partnership with the Connecticut Department of Motor Vehicles (DMV) conducts periodic evaluations of its enhanced Motor Vehicle Inspection and Maintenance (I/M) Program. This report is being submitted in fulfillment of the requirements to provide annual and biennial I/M reports per 40 CFR 51.366. This report addresses data collected from January 1, 2016 through December 31, 2017. 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 U.S. Environmental Protection Agency (EPA) provided a checklist (Appendix A), which identified the data elements to be included in this report. The required data, including data collected during 2016 and earlier years, and reports from previous years have been submitted to EPA. The 2017 data elements are compiled in Appendix B of this report and correspond to the indexing system used in EPA's checklist. Due to the structure of Connecticut's I/M program, the following requirements of the attached checklist are not applicable: (a)(2)(xiii), (xiv), (xv), (xvi), (xvii), (xviii), (xx) and (5); (b)(3)(ii), and (iv); (4)(iii), (6), (7); (d)(3) and (4).

The I/M program is designed to identify vehicles that emit pollutants that exceed standards set by EPA and require such vehicles to be repaired in a timely manner. The I/M program is an important part of Connecticut's overall clean air strategy to ensure the state is positioned to attain and maintain the National Ambient Air Quality Standard (NAAQS) for Ozone (i.e., smog). Ozone is formed by photochemical reactions between volatile organic compounds (VOCs) and oxides of nitrogen (NOx). 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.

The emission reductions from the I/M program are an essential element of Connecticut's clean air strategy going forward. On June 3, 2016, having determined that both the Greater Connecticut and the New York-Northern New Jersey-Long Island (NY-NJ-CT) nonattainment areas [1] failed to attain the 2008 ozone standards by the July 20, 2015 attainment date, EPA reclassified those areas from marginal nonattainment to moderate nonattainment based on their 2012-2016 air quality data. Additionally, on October 1, 2015 EPA strengthened the 2015 Ozone NAAQS to 70 parts per billion (ppb) from 75 ppb. Effective August 3, 2018, the Greater Connecticut nonattainment area is classified as marginal nonattainment (attainment date August 3, 2021) and the New York-Northern New Jersey-Long Island (NY-NJ-CT) nonattainment area is classified as moderate nonattainment (attainment date August 3, 2024). Upon implementation of the tighter 2015 standard, Connecticut will need to achieve even greater emission reductions from motor vehicles.

As part of the next ozone attainment demonstration, DEEP will need to evaluate additional measures to reduce emissions from motor vehicles and the transportation sector as this sector accounts for about 67% of NOx emissions in Connecticut.[2] These strategies may include: adopting the California aftermarket catalytic converter rule, promoting electric and

[1] https://www.epa.gov/sites/production/files/2016-04/documents/20160411factsheet.pdf
[2] 2016 EPA National Emissions Inventory

alternative fueled vehicles by expanding the availability of electric vehicle charging stations and alternative fuel refueling stations, adopting programs that encourage the replacement of older diesel on and off road equipment with equipment that complies with the newest emission standards, and expanding the I/M program to include more medium and heavy duty trucks. Failing to effectively reduce transportation emissions to meet federal air quality standards in a timely manner may result in the need for additional control measures in the future. Therefore, the existing I/M program should be viewed against the back drop of potential additional control programs necessary to achieve Connecticut's short term and long term air quality goals.

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

- 9.3% to 9.5% of vehicles failed their initial emissions test and 11% of these vehicles failed their first retest in 2016 and 2017.
- DMV and Applus perform extensive quality assurance checks on the program. Evaluation of these quality assurance data demonstrates that the program performs accurate inspections.
- Connecticut's anti-fraud efforts are models for other I/M programs. Connecticut conducted audits at all stations as part of an extensive anti-fraud program. In 2016, Connecticut conducted 2,412 video surveillance audits and 620 covert audits. In 2017, Connecticut conducted 2,401 video surveillance audits and 634 covert audits. Covert audits addressed On-Board Diagnostics (OBDII), Acceleration Simulation Mode (ASM) and Pre-Conditioned Two Speed Idle (PCTSI) inspection performance. In addition, DMV and Applus run extensive trigger reports. Less than 0.05% of the inspections in Connecticut are suspect, which is far lower than the "suspect test" rate in most other states' I/M programs where suspect inspection rates are 0.3% or higher.[3]
- In 2015, Connecticut implemented a new registration system – Connecticut Integrated Vehicle and Licensing System (CIVLS). CIVLS automated checking for I/M compliance, making it impossible for motorists to renew their registration in person or on the CT DMV website without complying with I/M requirements. The State has developed a new compliance rate determination process utilizing CT DMV registration renewal requests. Under the new system compliance rate is determined by the number of mailed in renewal requests denied for failure to meet I/M compliance in the CIVILS system, predicating registration renewal on I/M compliance. According to this method Connecticut has a compliance rate of 99%, which is in line with past reported compliance rates.

Connecticut's ongoing analysis of inspection and enforcement data continues to demonstrate that the program effectively produces air pollutant reductions. DEEP and DMV will continue to evaluate opportunities to improve the program and cost effectively increase the air quality benefits.

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

1.0 Introduction

This report presents an analysis of data collected in Connecticut's Motor Vehicle Inspection and Maintenance (I/M) program in 2016 and 2017 to meet the United States Environmental Protection Agency's (EPA) annual and biennial reporting requirements of 40 CFR Part 51.366. In an I/M program, vehicles are periodically inspected, and those found to exceed design emission standards must be repaired. I/M programs are mandated by the Clean Air Act and are limited to areas that EPA designated as "serious" or "severe" non-attainment for the ozone National Ambient Air Quality Standard (NAAQS). Connecticut's program, which dates back to 1983, has a long history of effectively reducing vehicle emissions and is an important part of the strategy to ensure that Connecticut is positioned to attain the NAAQS for ozone. Since Connecticut's ozone levels exceed the current and future ozone NAAQS, additional emission reductions from all sectors, including motor vehicles, remain critical.

Connecticut's I/M program provides greater emission reductions than any other state implemented clean air strategy. The emissions reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts and important as part of a cost effective and balanced strategy that includes reductions from stationary, area and mobile source sectors.

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

The original program implemented in 1983 subjected vehicles to two inspections – an idle test where exhaust concentrations of hydrocarbons (HC) and carbon monoxide (CO) were measured while the vehicle was idling and a visual inspection for the presence of the catalytic converter. Vehicles with gross vehicle weight ratings (GVWR) of 10,000 pounds (lbs.) or less were included in the program. In 1998, Connecticut substantially enhanced its existing I/M program to meet SIP revision requirements included in the 1990 Clean Air Act Amendments. The emission test changed from an unloaded idle emission test to a loaded-mode test (ASM2525).[4] With this change, Connecticut began evaluating emissions of oxides of nitrogen[5] (NO_x) along with HC and CO. The loaded-mode test used 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. To limit evaporative emissions, the inspection also included a gas cap pressure test to ensure the gas cap held pressure. Leaking gas caps are a major source of evaporative HC emissions. The program continued to include a

[4] 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.
[5] 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.

visual emission control component check. Finally in 1998, Connecticut began testing for diesel vehicles.

In 2003, Connecticut transformed from a centralized system with about 25 inspection stations to a decentralized system with a contractor-equipped limit of 300 stations.[6] The goal of the program change was to improve customer convenience and decrease waiting times for emissions testing. Additional economic benefits resulted from directly involving the repair industry with emissions testing, which enhanced opportunities for small business development. In addition, on-board diagnostic (OBDII) tests, instead of ASM2525 or PCTSI exhaust emissions tests began for 1996 and newer gasoline-powered model year (MY) vehicles and all 1997 and newer MY diesel-powered vehicles with a GVWR of 8500 lbs. and less. All 1996 and later MY light-duty vehicles sold in the United States are required to have equipped on-board diagnostic equipment.

OBDII systems detect malfunctions or deterioration of emission control components, often well before the motorist becomes aware of any problem through vehicle performance feedback. Inspecting vehicles by reading the OBDII system codes identifies vehicles with serious emission control malfunctions more accurately and cost-effectively than traditional tailpipe tests, and provides technicians with diagnostic data necessary to repair those malfunctions. Diesel powered vehicles having a GVWR of 10,000 lbs. or less, receive tests for exhaust opacity (i.e.,smoke), if they cannot receive OBDII tests. OBDII evaluates on a pass/fail basis, so evaluating OBDII test results presents special challenges, since tailpipe emission results are not available for each vehicle.

In 2011, Connecticut upgraded equipment and computer systems to correct equipment problems within the previous system. DMV continues to work with their contractor, Applus, to evaluate and implement additional improvements to maximize the cost effectiveness and benefits of the program. In addition, in 2016, due to the new CIVLS program, registration renewal notifications have made it clearer that registration renewal is predicated on emissions compliance.

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

[6] By the end of 2017 there were 228 stations.

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[7] and PCTSI[8] tests.

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

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

- Malfunction Indicator Lamp (MIL[9]) is commanded-on;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure[10]);
- The number of readiness monitors that are not ready exceed EPA's limit[11]:
    - 1996-2000 MY light-duty vehicles: Two monitors are allowed to be not ready.
    - 2001 and later MY light-duty vehicles: One monitor is allowed to be not ready.
- OBDII Diagnostic Link Connector (DLC) damaged; or
- Vehicle could not communicate with the Connecticut inspection system.

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

[8] Two speed idle test—EPA 81, 40 CFR 85.2214

[9] 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.

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

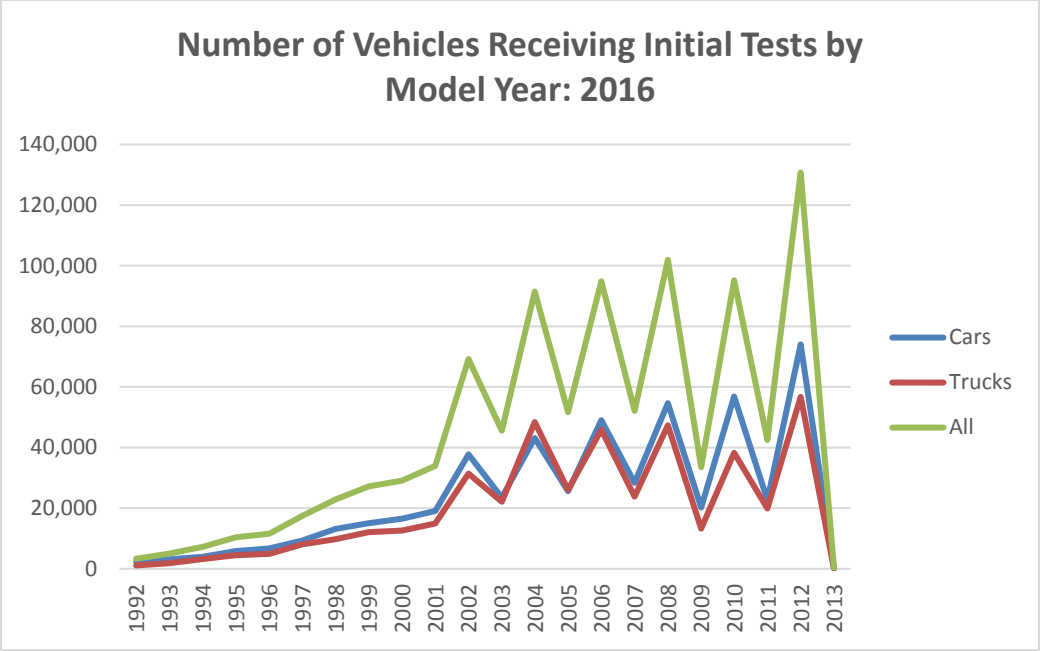
[11] OBDII systems have up to 11 diagnostic monitors, which run periodic tests on specific systems and components to ensure that they are performing within their prescribed range. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have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

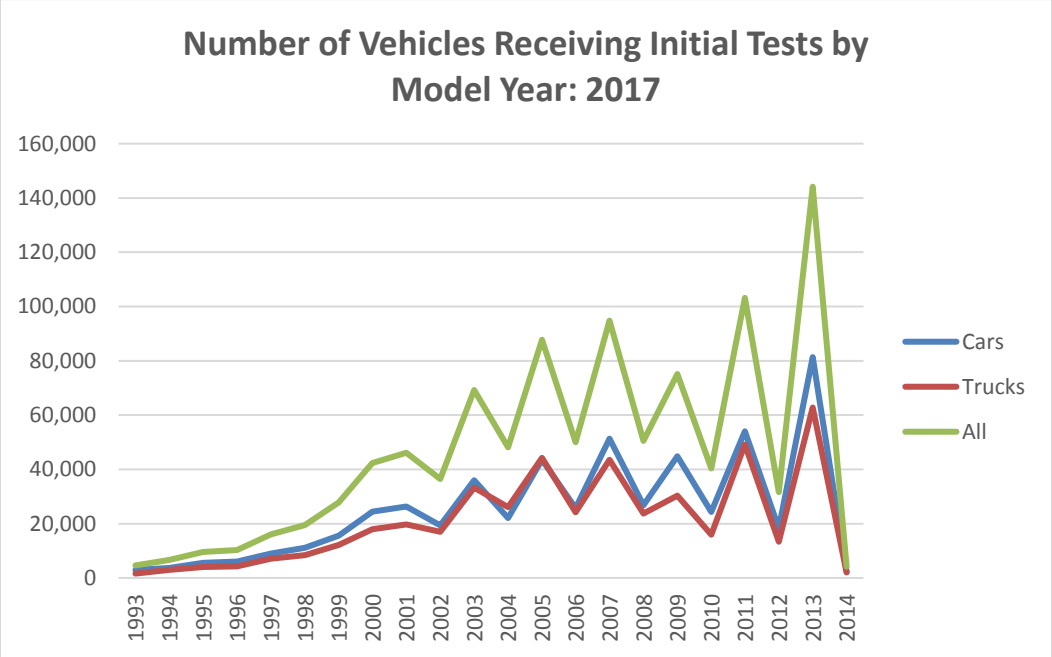
Summary of Fail Rates for Gasoline-Powered Vehicles

The following table is a summary of test results from January 1, 2016 to December 31, 2017. In 2016, 962,930 gasoline-powered vehicles received initial tests. In 2017, 1,018,289 gasoline-powered vehicles received initial tests. The table below compares failure rates in 2016 and 2017 for different tests that are performed on gasoline powered vehicles. This table shows results for all gasoline powered vehicles, including hybrids.

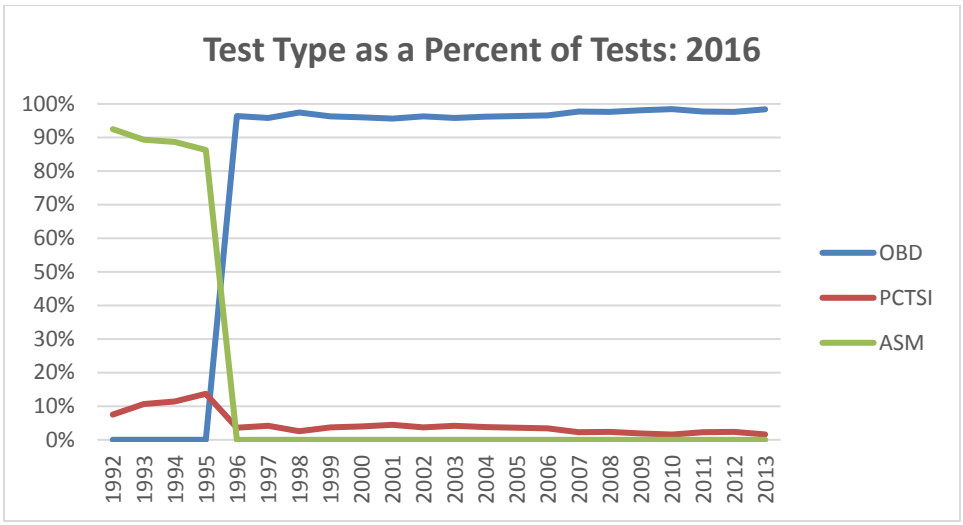
Failure Rates for Gasoline Powered Vehicles

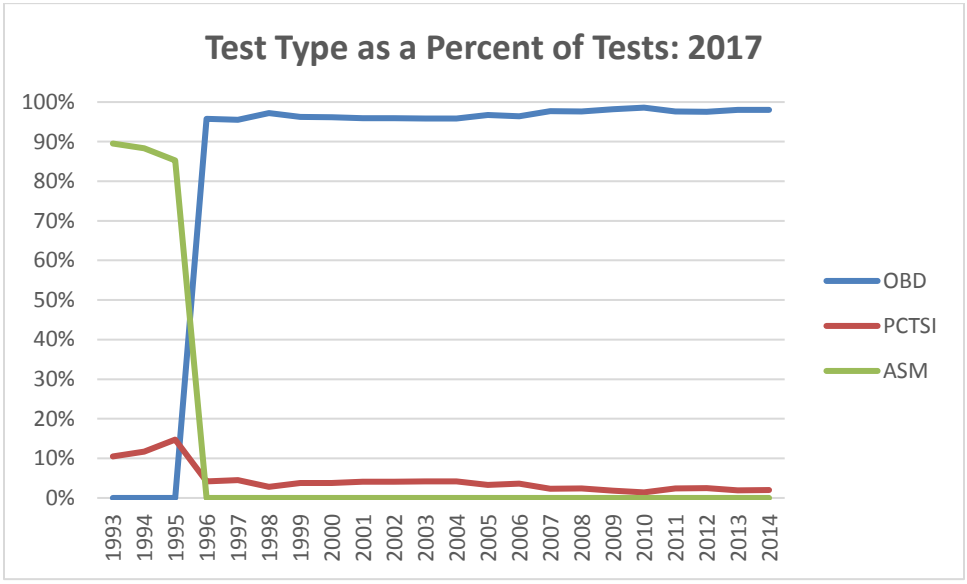
Test Type	Parameter	2016	2017
OBDII	% Fail Initial (any reason)	9.5%	9.3%
	% Fail for MIL Commanded-on	4.9%	4.7%
	% Fail First Retest	10.5%	10.5%
ASM	% Fail Initial	11.3%	11.0%
	% Fail First Retest	24.2%	21.6%
PCTSI	% Fail Initial	7.8%	7.5%
	% Fail First Retest	13.6%	14.0%
Gas Cap	% Fail Initial	6.0%	5.9%
	% Fail First Retest	6.6%	5.7%
All Tests	% Fail Initial	9.5%	9.3%
	% Fail First Retest	11.0%	10.8%



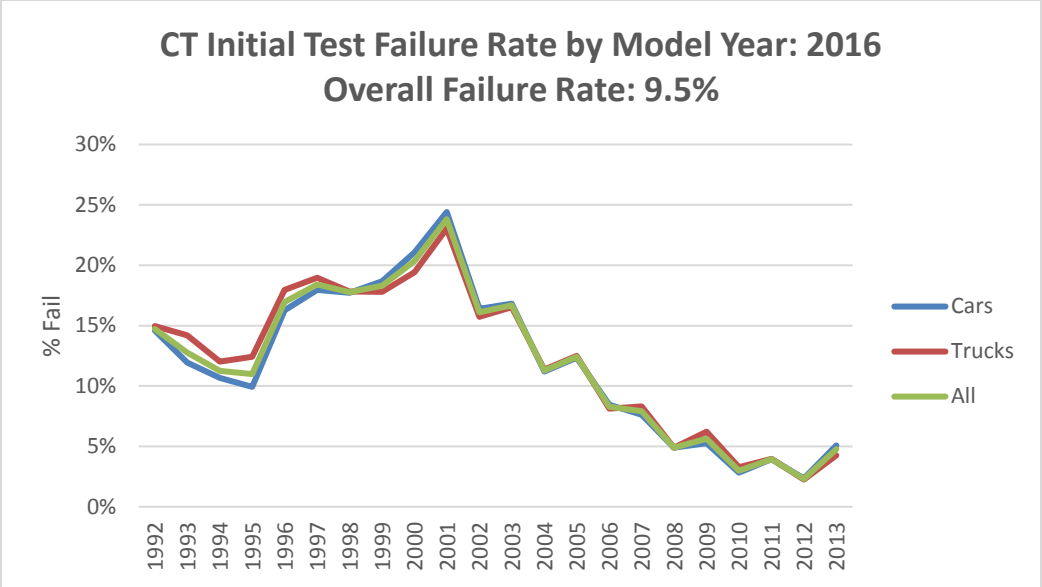


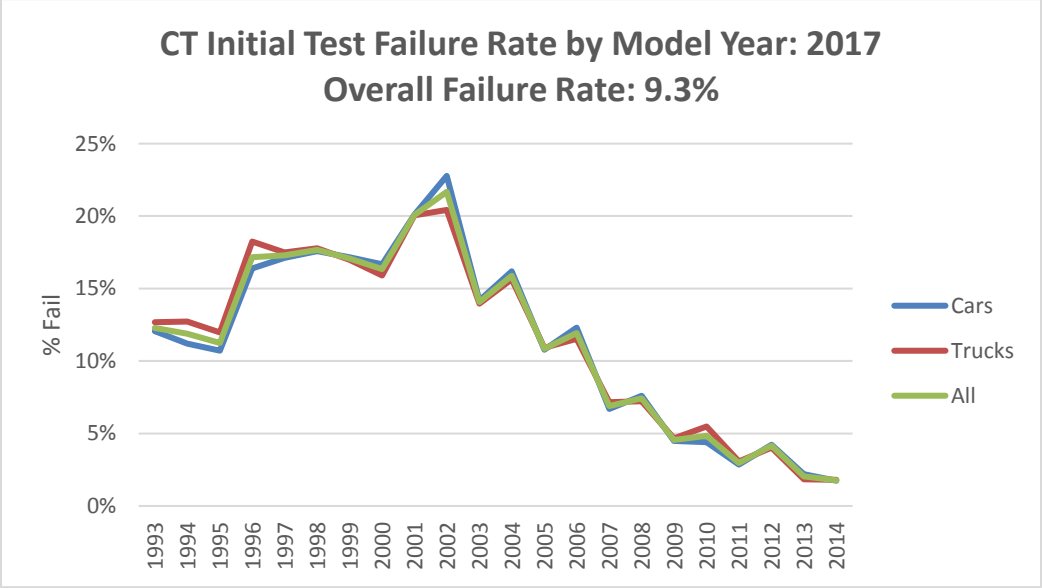
These charts show the total number of inspections by vehicle model year (MY), and vehicle type. Connecticut exempts the first four vehicle model years from testing, so the number drops sharply after the 2012 model year for 2016 and the 2013 model year for 2017. All tested vehicles have a 10,000 lbs. or less GVWR.



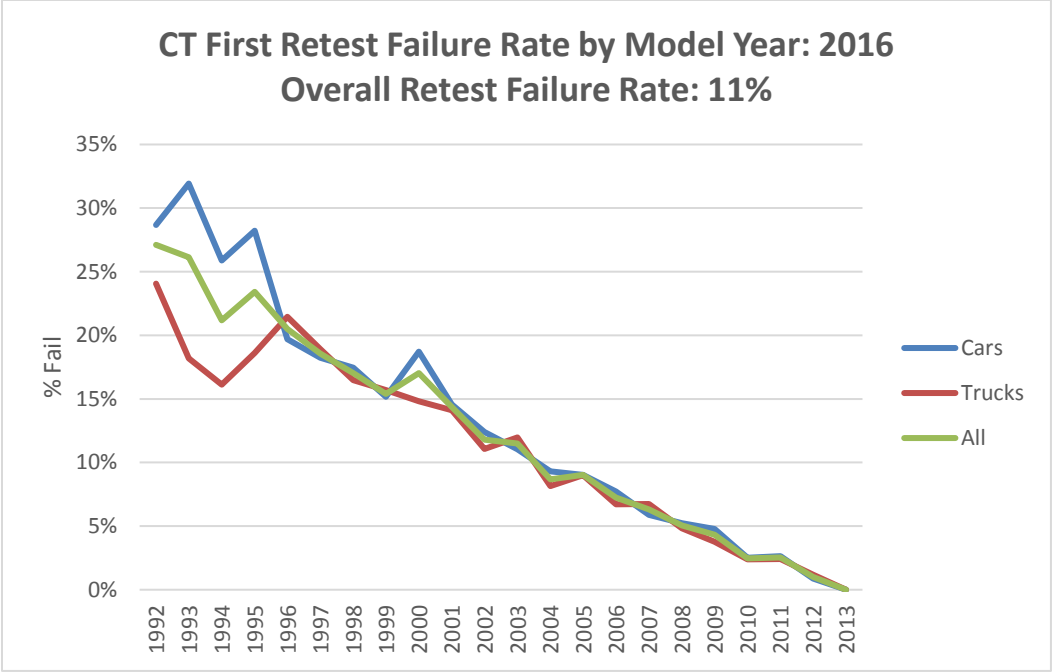


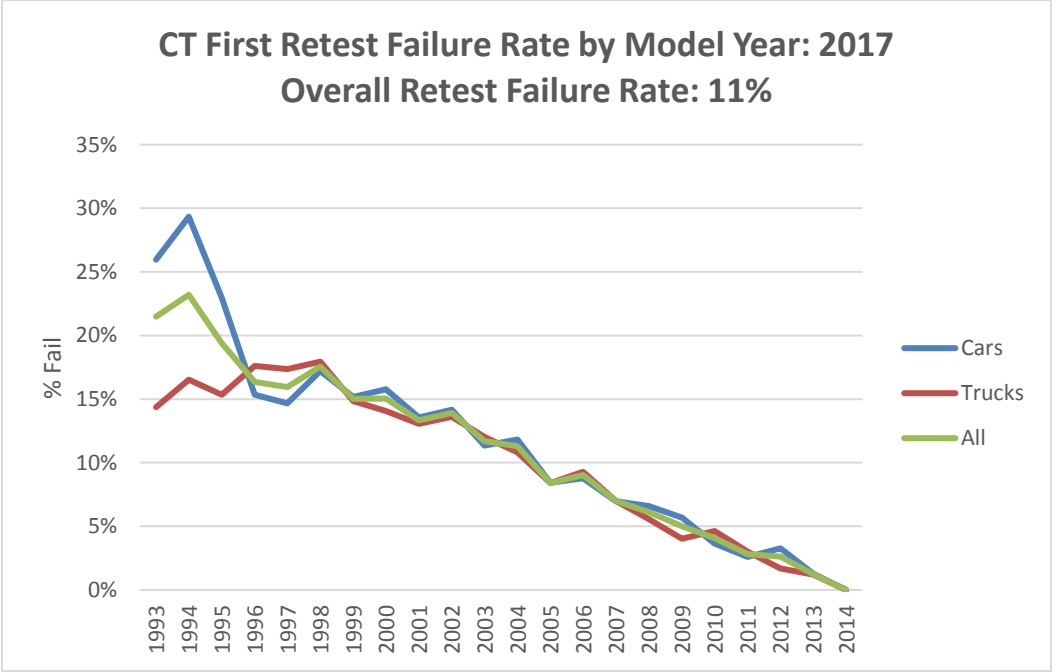
These charts show the total number of inspections by vehicle model year and final inspection method. Most 1996 and later MY vehicles received OBDII tests. A small percent (2%) of these vehicles did not receive OBDII tests because they were vehicles over 8,500 lbs. GVWR without OBDII systems. All of these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



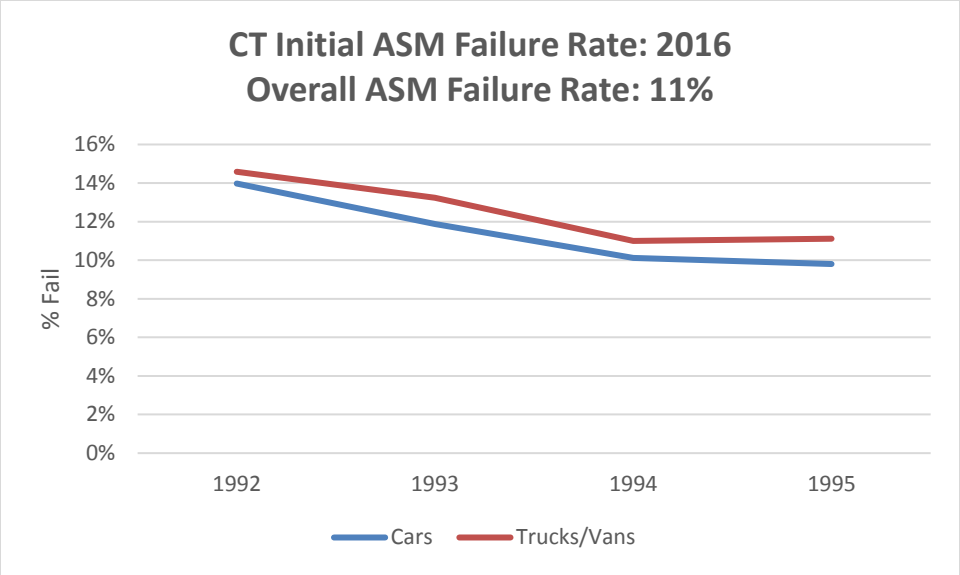


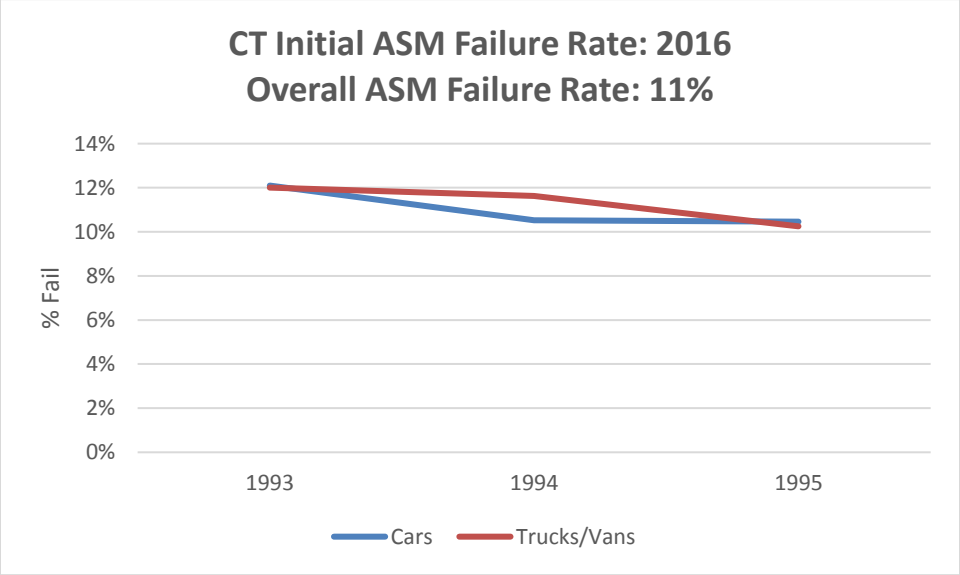
These charts show the overall percentage of vehicles that failed the tailpipe test, gas cap test, visual emission control component test, or the OBDII test. Some vehicles failed more than one inspection component. As expected, the failure rate is generally lowest for new vehicles. The failure rate for cars and trucks spiked upwards for 1996 model year vehicles, due to increased stringency associated with the implementation of the OBDII test. Compliance with the OBDII test is considered to be more difficult than compliance with the ASM2525 or PCTSI test. Another spike occurs in 2001, due to more stringent readiness standards.



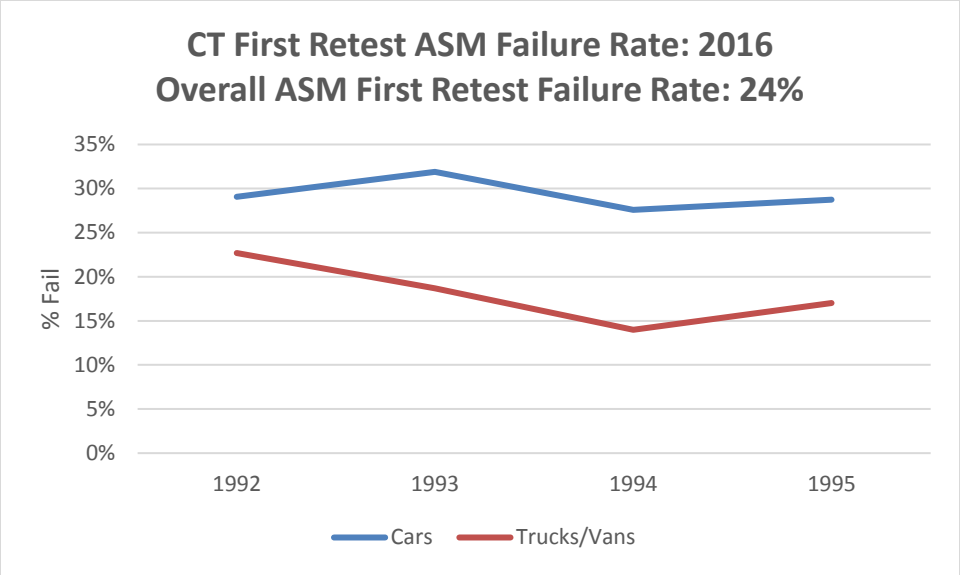


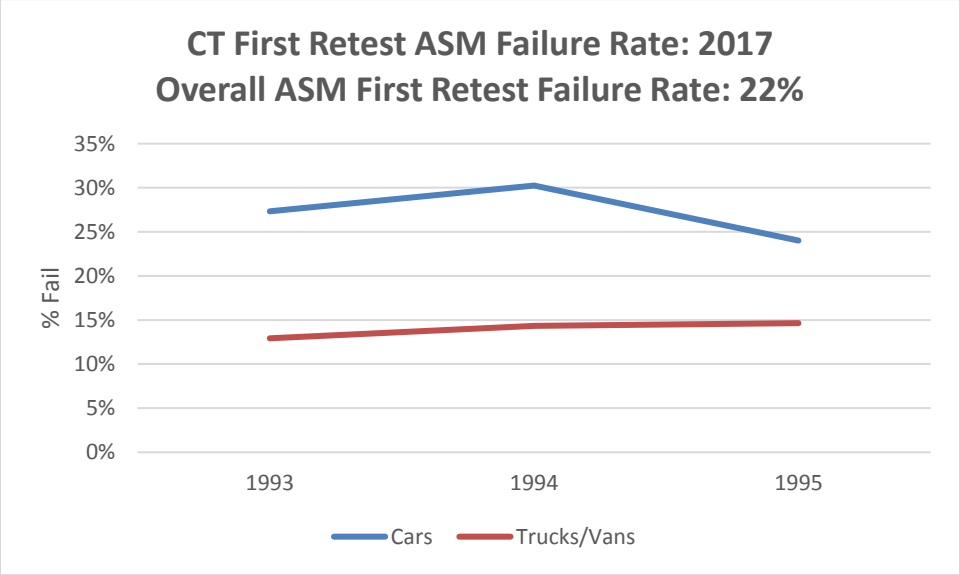
These charts show the percent of vehicles by model year that failed their first retest. The retest failure rate is highest for the older model year vehicles, which is typical. Overall, 11% of the vehicles tested failed their first retest.



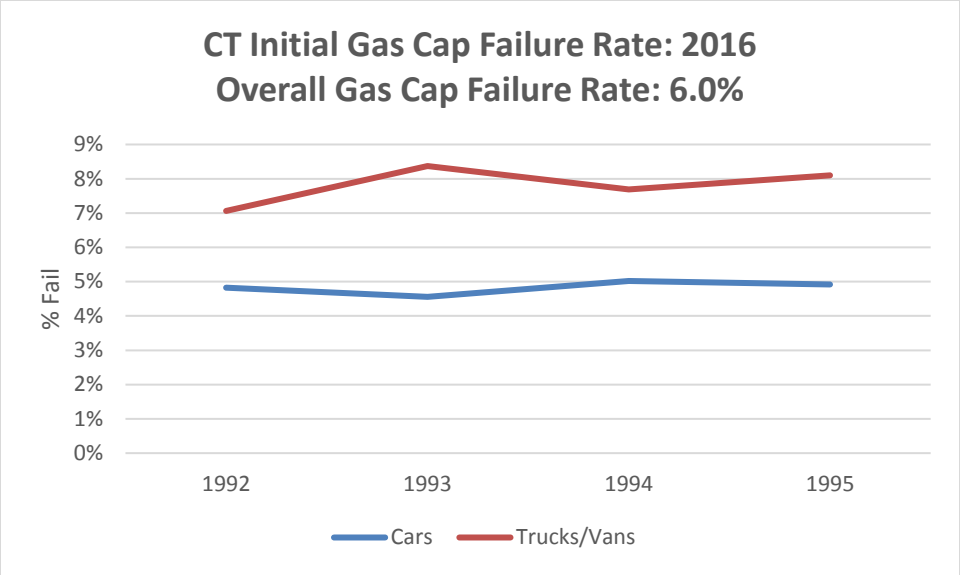


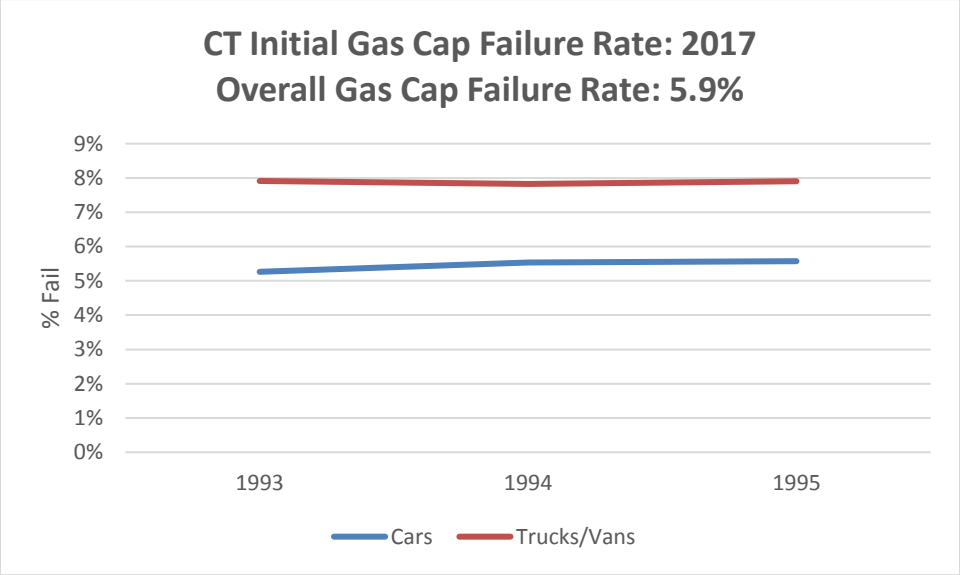
These charts show failure rates by vehicle model year for the ASM2525 test. The average ASM2525 test failure rate for all vehicles was 11% in both years. 1996 and newer model year vehicles received ASM2525 or PCTSI tests only if they were not equipped with OBDII systems. As a result, there were not enough ASM2525 tests on 1996 and newer MY vehicles to analyze trends.



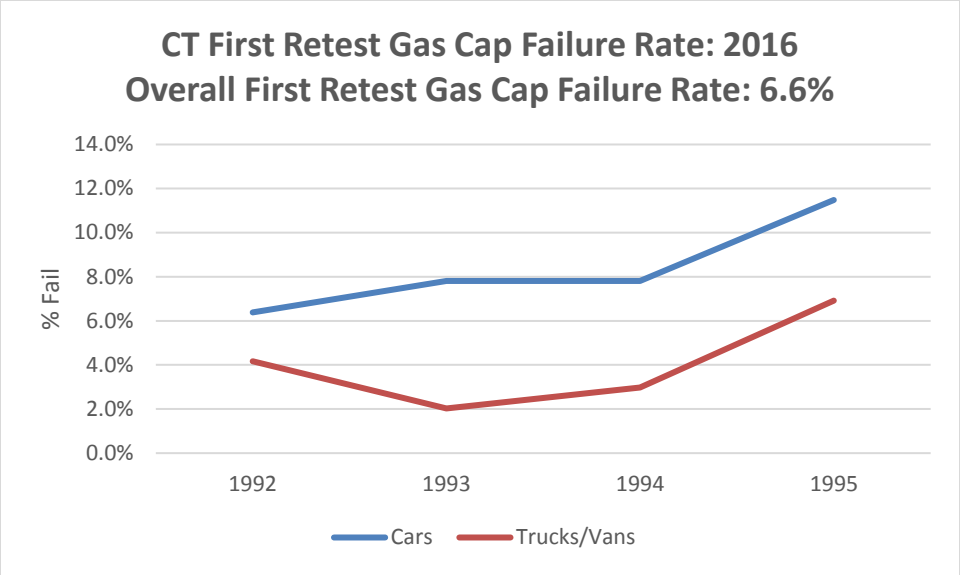


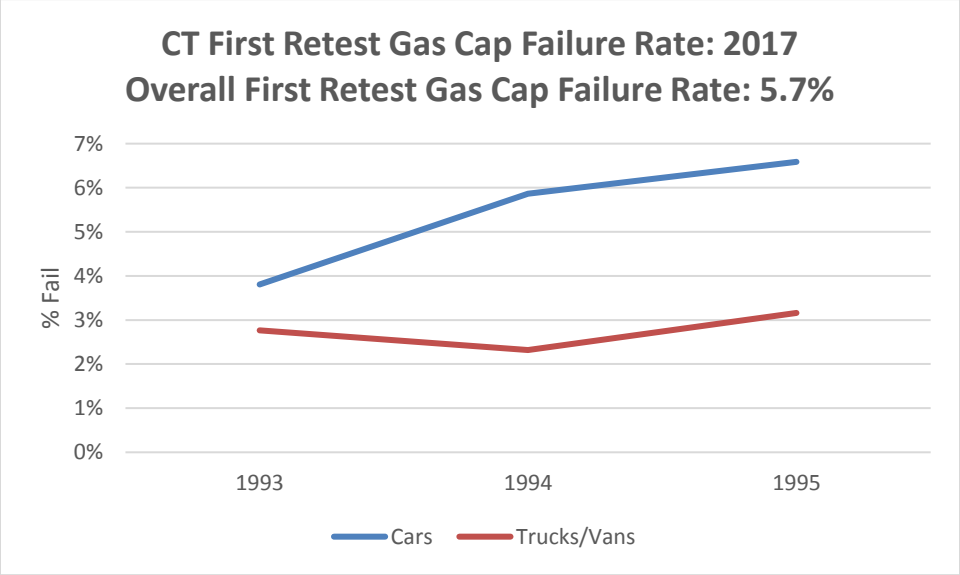
These charts show the percentage of vehicles by vehicle model year that failed their first ASM2525 retest. The ASM2525 retest failure rate was slightly lower in 2017 than in 2016 (22% vs. 24%).



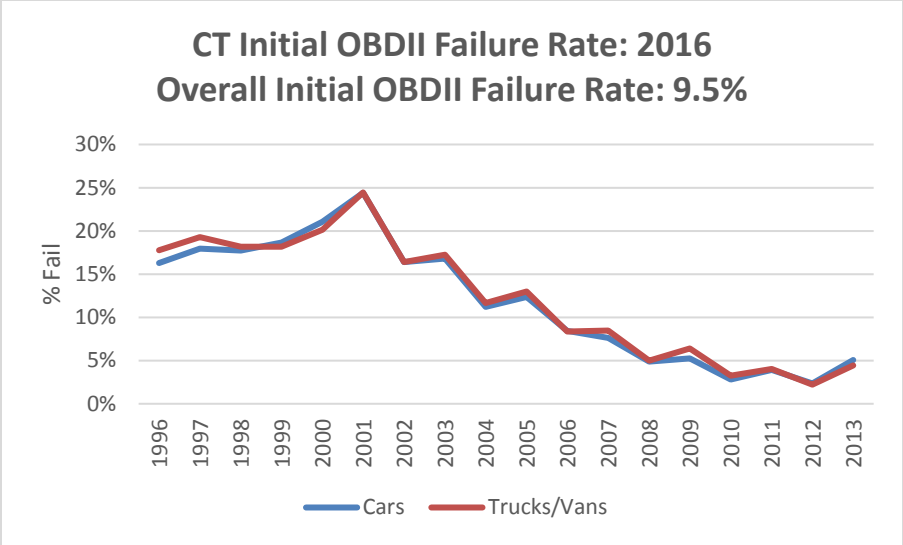


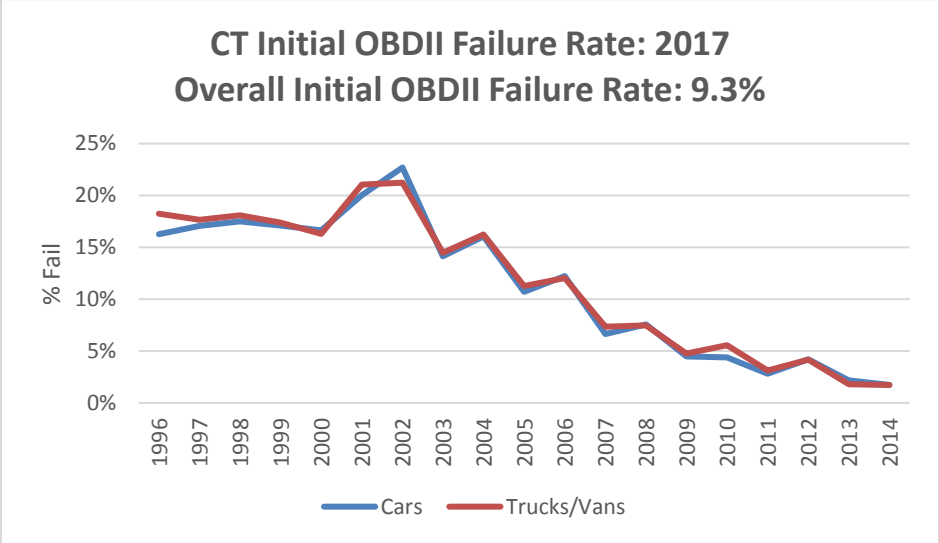
These charts show the gas cap pressure test failure rate by vehicle model year. Overall, 5.9% to 6.0% of the vehicles that receive gas cap tests fail the test. 1996 and newer MY light-duty vehicles no longer receive gas cap tests, because the OBDII system evaluates gas cap pressurization and other evaporative emission control parameters.





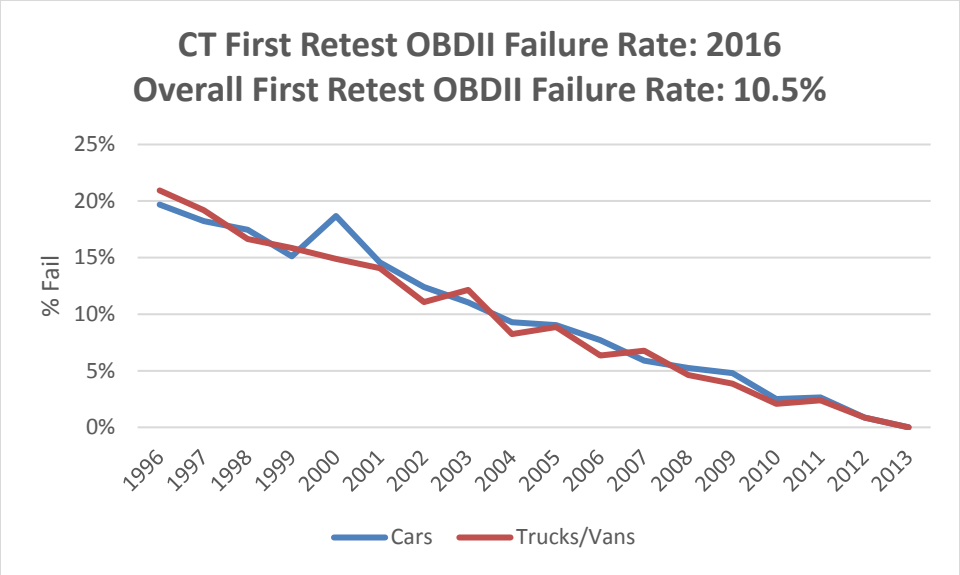
These charts show the gas cap retest failure rate by vehicle model year. Overall, 5.7% to 6.6% of the vehicles fail the first gas cap retest.

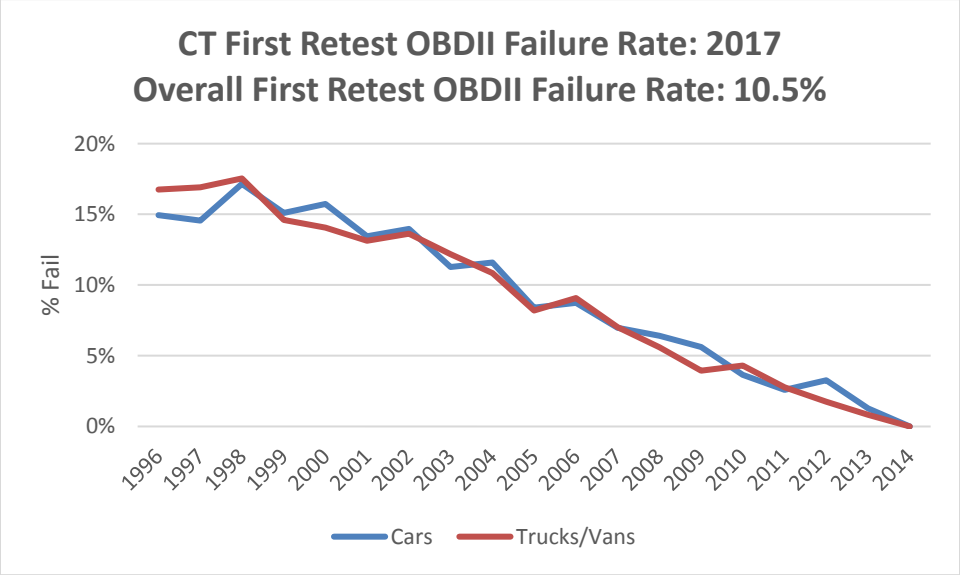




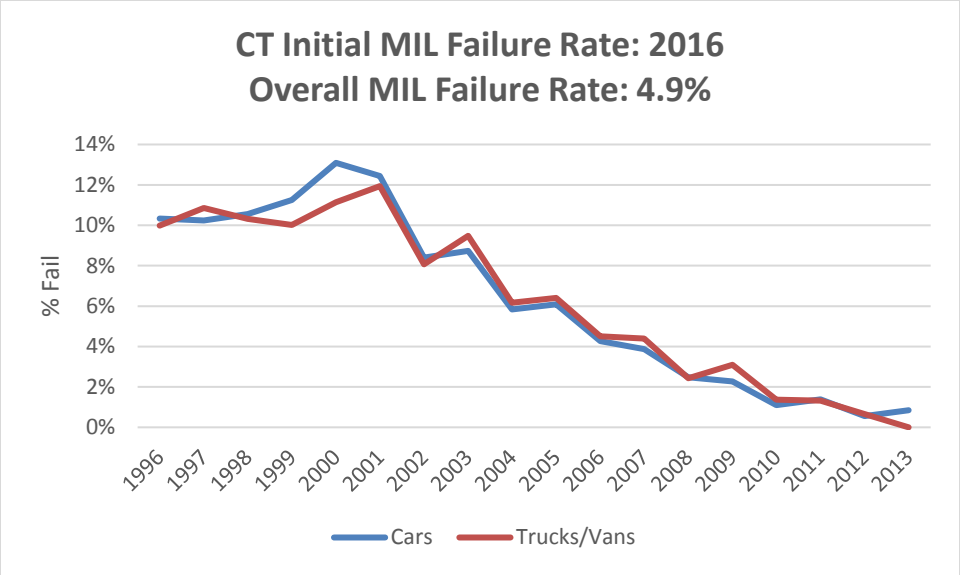
These charts show failure rates by vehicle model year for the OBDII test. In 2016 and 2017, the average OBDII test failure rate for all vehicles was 9.3% to 9.5%. Typically, a higher failure rate for older model year vehicles is expected. 18% to 19% of the 1996 model year vehicles failed the test. 2001 and later models have more stringent readiness requirements, which explains the elevated failure rate for 2001 model year vehicles[12].

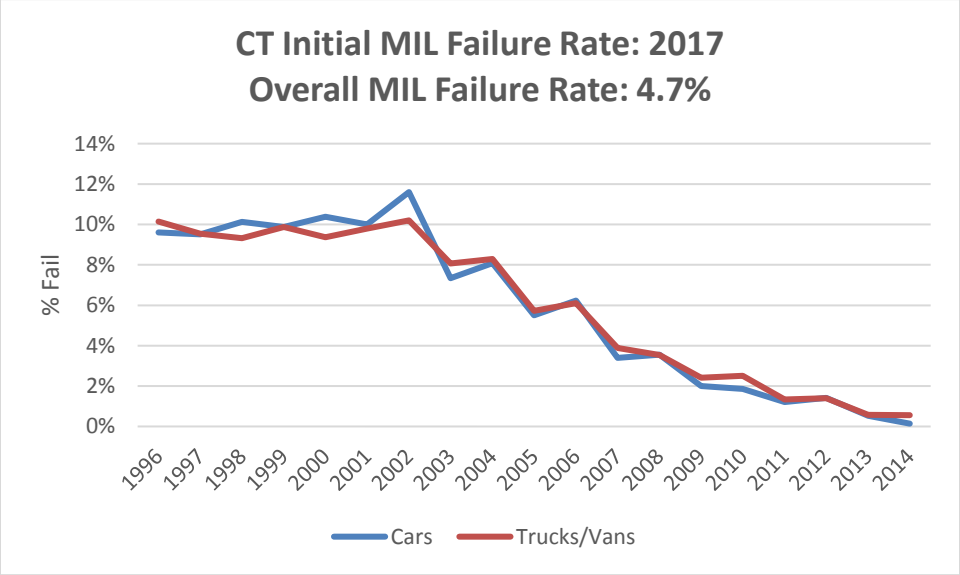
[12] EPA requires that the 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles.



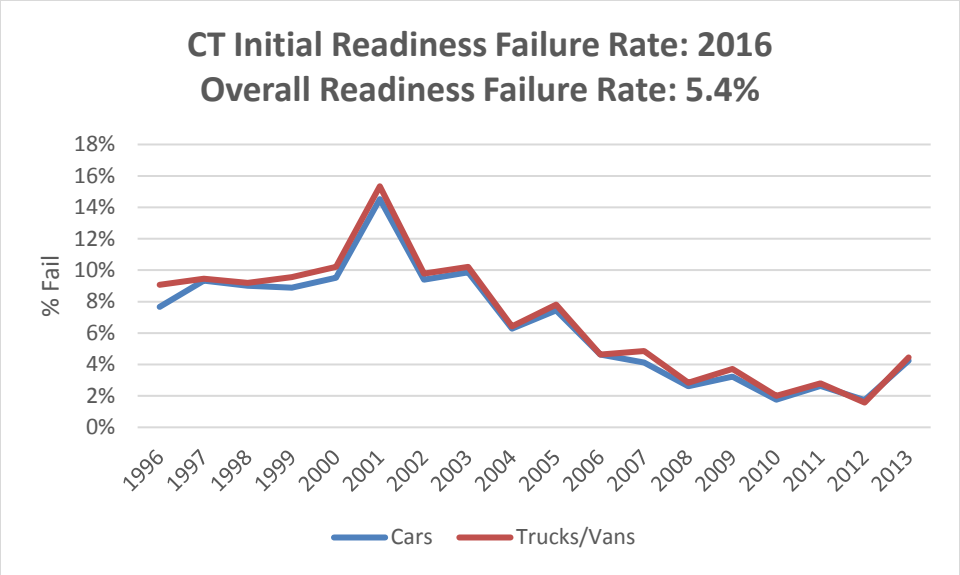


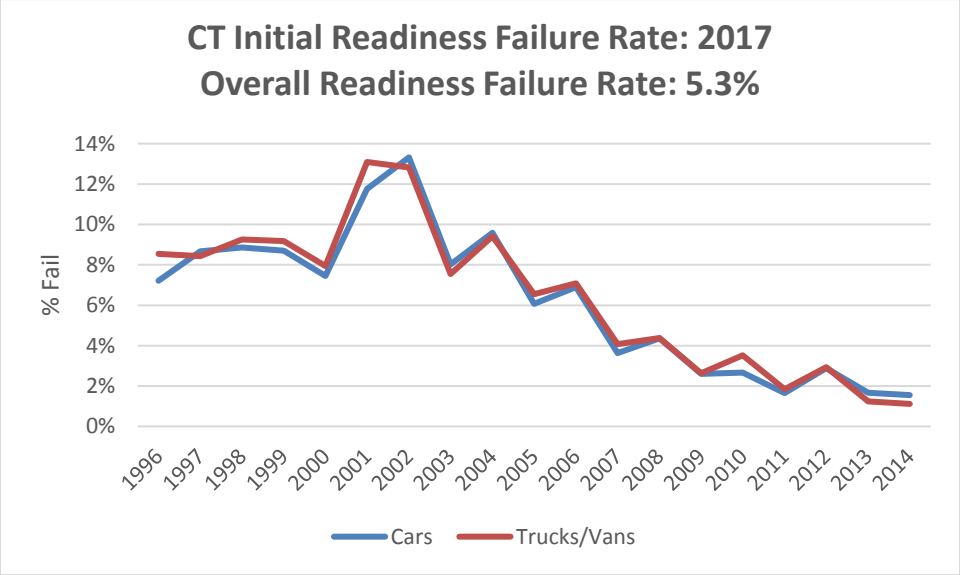
These charts show failure rates by vehicle model year for the first OBDII retest. The average failure rate for all vehicles in the first OBDII retest was 10.5%. Connecticut requires vehicles that fail OBDII to meet readiness requirements when retested. If a vehicle does not meet readiness requirements when retested, the inspection is aborted. Vehicles that are not ready on retest are not included in the above failed percentages, since these vehicles are rejected from testing with no charge to the owner.



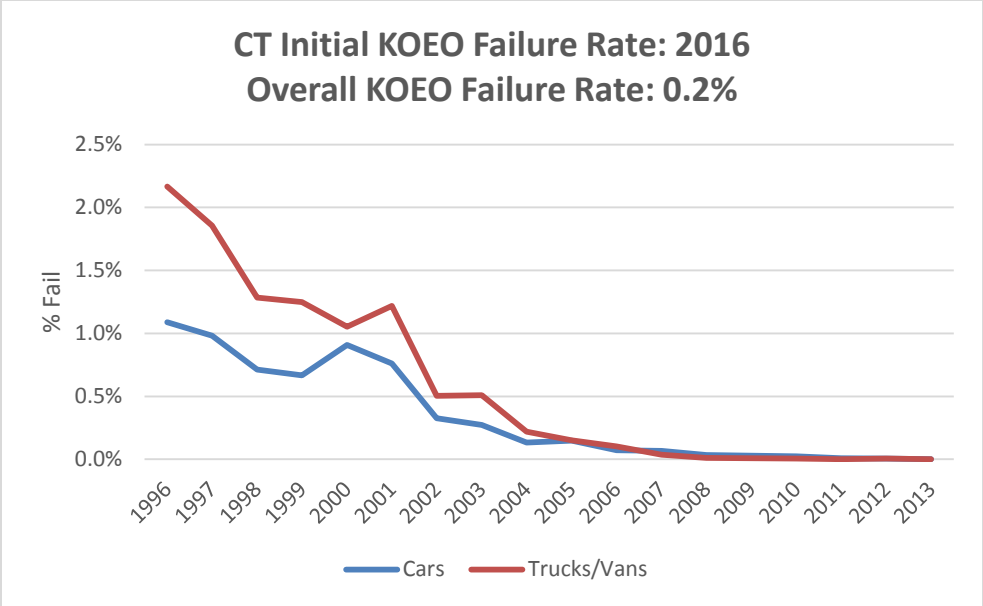


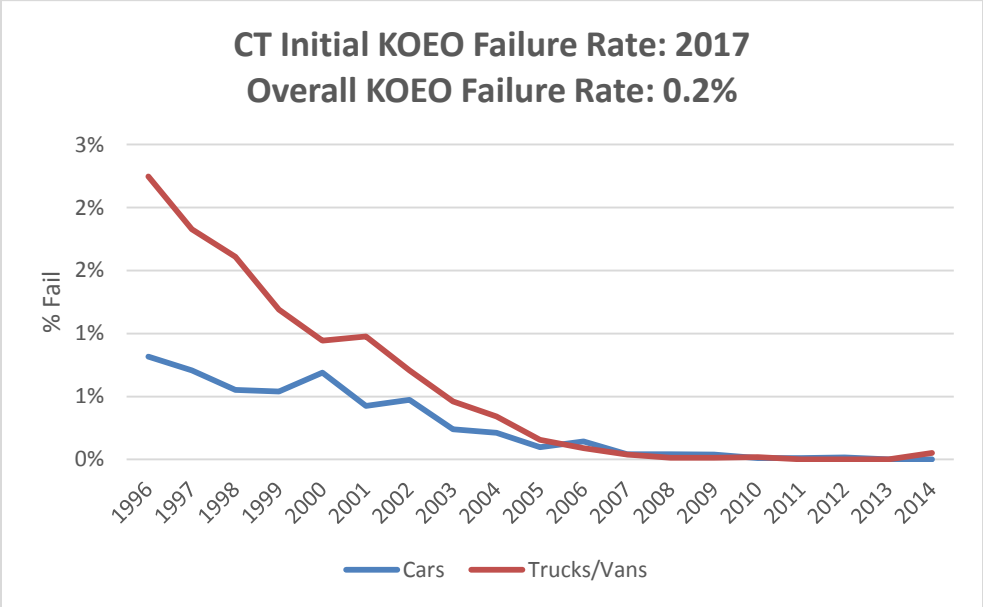
These charts show the percentage of vehicles that fail the MIL command check that's part of the OBDII test. Most OBDII failures are for the MIL Command check. The average MIL failure rate for all vehicles was 4.7% to 4.9%. This graph shows that older model year vehicles have a higher failure rate, as expected.



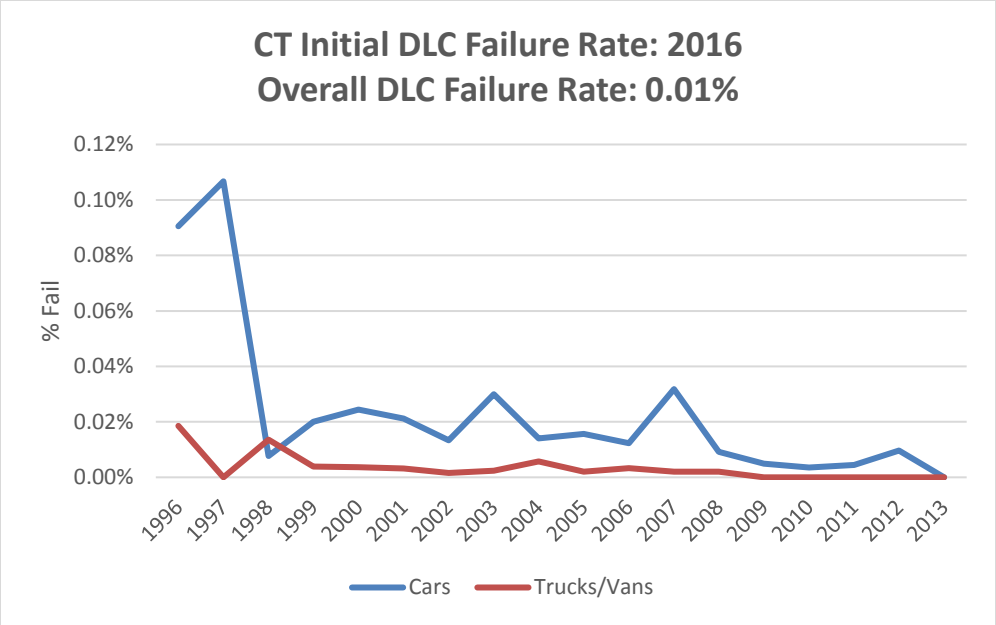


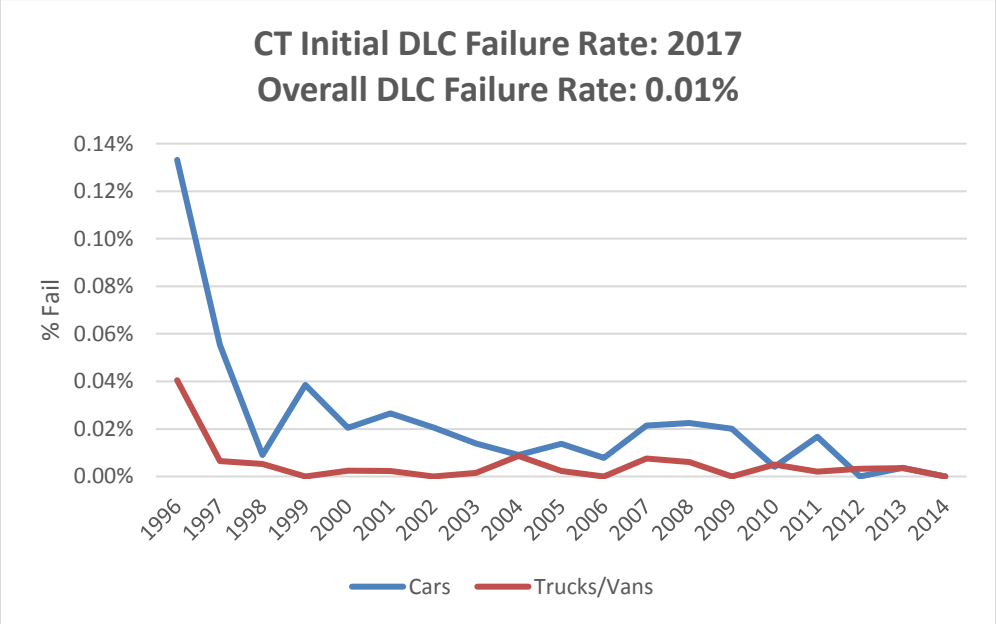
These charts show the percentage of vehicles that exceed EPA's readiness criteria. OBDII systems must indicate whether or not the OBD has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBDII system. EPA requires that 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the elevated failure rate for 2001 model year vehicles. Overall, 5.3% to 5.4% of the vehicles failed EPA's readiness criteria.



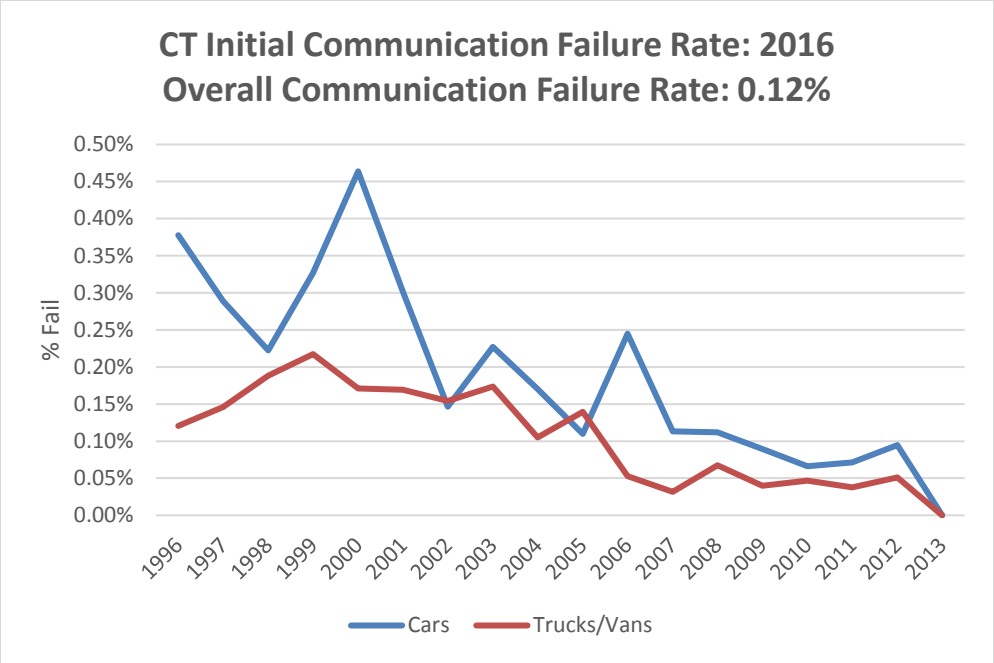


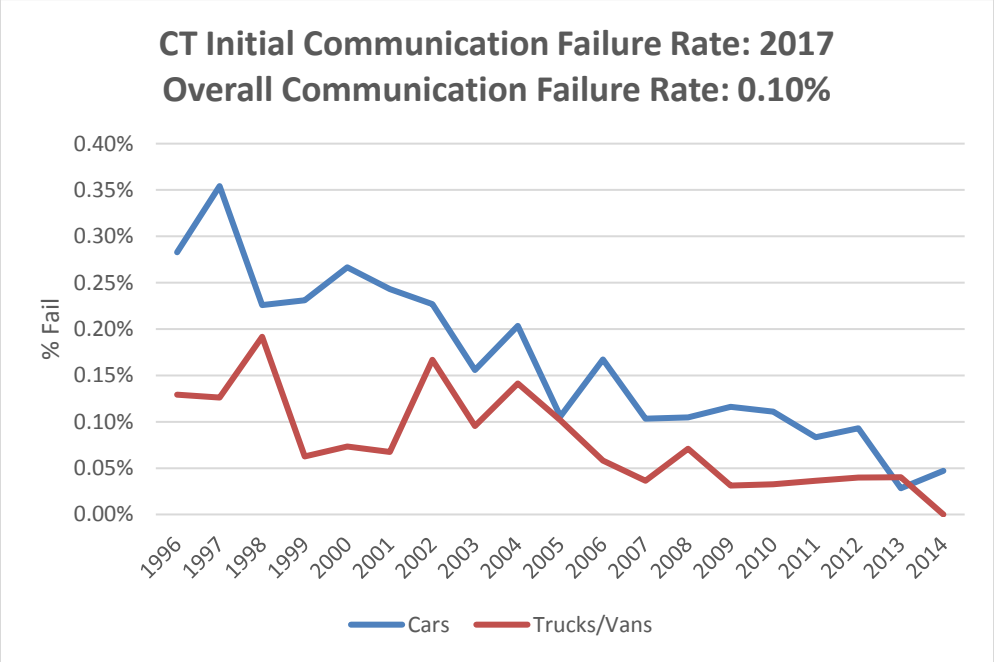
These charts show failure rates by vehicle model year for the Key-On Engine-Off (KOEO) test, which is part of the OBDII test. The KOEO determines if the MIL bulb is operational. The bulb should illuminate when the vehicle is turned on, but not started. The average KOEO failure rate for all vehicles was 0.2%.





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





These charts show the percentage of vehicles that failed to communicate with the OBDII test equipment. The no communication rate has dropped significantly with the new OBDII interface that was installed in 2011 and upgraded in 2016. In 2011, 0.71% of the vehicles failed to communicate with the OBDII test equipment. In 2016 and 2017, 0.10% to 0.12% of the vehicles failed to communicate with the OBDII test equipment.

3.0 Observed Failure Rates for Diesel-Powered Vehicles

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

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

Pass/Fail Criteria

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

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

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

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

Summary of Failure Rates for Diesel-Powered Vehicles

Following is a summary of test results for the January 1, 2016 to December 31, 2017 period. In 2016, 9,617 diesel-powered vehicles received opacity tests, and an additional 4,892 vehicles received OBDII tests. In 2017, 10,029 diesel-powered vehicles received opacity tests, and an additional 3,318 vehicles received OBDII tests. The table below compares failure rates in 2016 and 2017 for different tests that are performed on diesel-powered vehicles. There were too few diesel-powered vehicles receiving second and later retests to do an analysis of trends.

Failure Rates for Diesel Powered Vehicles

Test Type	Parameter	2016	2017
OBDII	% Fail Initial	12.4%	13.3%
	% Fail First Retest	6.9%	9.2%
MSA	% Fail Initial	5.2%	6.0%
	% Fail First Retest	31.4%	45.1%
LMD	% Fail Initial	1.5%	1.5%
	% Fail First Retest	11.8%	8.3%

Appendix B has details on the OBDII, MSA, and LMD test results for diesel as well as gasoline powered vehicles.

Conclusion: These failure rates are similar to rates found in previous evaluation reports.

In September 2015, Volkswagen (VW) received an official notice from EPA that their 2009 to 2015 light-duty diesels violated Clean Air Act rules. Specifically, VW was accused of equipping these vehicles with “defeat devices”. A defeat device deactivates a vehicle’s emissions control system when it is operated in driving conditions not encountered during the Federal Test Procedure (FTP). For example, steady-state highway driving conditions are not part of the FTP. During these conditions, VW light-duty diesels allegedly emitted up to 40 times the allowable amount of NOx emissions. VW’s use of defeat devices was discovered by testing production vehicles with On-Road Emissions Monitoring Systems (OREMS). In Connecticut, VW diesels receive OBDII tests which did not identify the problem, because the emissions system was working as designed. Under the terms of the consent decree, as a condition of beneficiary status, Connecticut is not able to fail these vehicles under the I/M program solely due to the presence of a defeat device. Removal of VW diesels from the fleet are the reason why the number of initial OBD tests on diesels dropped from 4,892 in 2016 to 3,318 in 2017.

4.0 Enforcement of Connecticut's I/M Program

Overview of I/M Enforcement in Connecticut

The Connecticut Integrated Vehicle and Licensing System (CIVLS) that DMV began using in August 2015 checks for emissions compliance during every registration renewal transaction. This means that if the renewal is attempted by mail, website, or over the counter, the transaction cannot go forward unless the vehicle is in compliance with the emissions program. Compliance is confirmed during every renewal transaction via a real time data transfer from DMV CIVLS to the Applus Electronic Database system (EDBMS). Details of web, mail-in, and over the counter actions are presented below:

Mail in renewals: When a mail-in renewal is denied because of an emissions compliance issue, the registration fees are put into an escrow account. The motorist is mailed a letter stating that the payment has been received, but the transaction cannot be processed until the vehicle is emissions compliant. Once the vehicle has an emissions test and is in compliance, the funds are automatically taken out of escrow and the registration is renewed.

Web renewals: If the vehicle is not in compliance when a renewal is attempted online, the transaction is stopped and the motorist receives a screen message stating the vehicle is not emissions compliant.

Over the counter renewals: Renewals are not allowed if, during the automatic compliance check, the status of the vehicle is that it is "not in emissions compliance." Registration renewal is rejected and the customer is instructed to return after the vehicle is in compliance.

Before implementation of CIVLS the DMV examiner physically reviewed electronic records or paperwork provided by the motorist to confirm compliance.

Percent of Failed Vehicles That Ultimately Pass

To estimate whether vehicles that failed their emissions test ultimately pass, this report analyzed the outcome of vehicles that failed their I/M test in 2017. As Connecticut has done in previous reports per EPA recommendations, these results are calculated as the percentage of vehicles that initially failed and do not receive a final pass.

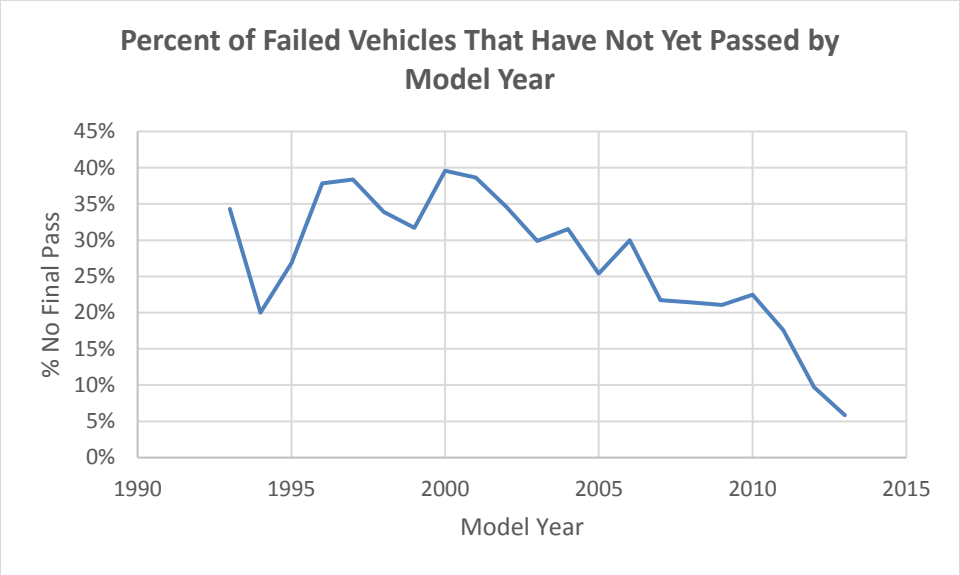
Subject vehicles, which failed the I/M test in January 2017, were tracked through December 31, 2017 to determine their final outcome. Results are shown in the table and figure below. 28% of the failures during this period had not yet received a passing result or waiver. This is a slight improvement over 2016 where 29% of the failures had yet to pass.

EPA's comments on the 2016 Annual Evaluation Report encouraged states that have "no final pass" rates greater than 12% to improve the program performance by reducing the number of vehicles with no final outcome. As noted above, Connecticut's "no final pass" rate was 28% in 2017. To avoid vehicles that fail in a state with a strong enforcement program, such as Connecticut's, from subsequent re-registration in a different state with more relaxed testing requirements or no testing requirements, EPA suggests that states develop a national Vehicle Identification Number (VIN)-based database to track vehicles that fail I/M tests and do not receive final passing results.

Connecticut is not positioned to devise a feasible method to identify vehicles that are registered out-of-state due to emissions non-compliance. Connecticut looks forward to EPA's leadership in developing partnerships with other jurisdictions to improve the program by addressing regional I/M non-compliance.

Vehicles Tested January 2017
with No Final Passing Result

Model Year	Initial Fail	Final Retest Pass	% No Final Pass
1993	35	23	**34.29%**
1994	55	44	**20.00%**
1995	67	49	**26.87%**
1996	140	87	**37.86%**
1997	206	127	**38.35%**
1998	283	187	**33.92%**
1999	404	276	**31.68%**
2000	379	229	**39.58%**
2001	497	305	**38.63%**
2002	636	416	**34.59%**
2003	699	490	**29.90%**
2004	596	408	**31.54%**
2005	654	488	**25.38%**
2006	484	339	**29.96%**
2007	465	364	**21.72%**
2008	299	235	**21.40%**
2009	204	161	**21.08%**
2010	187	145	**22.46%**
2011	245	202	**17.55%**
2012	144	130	**9.72%**
2013	342	322	**5.85%**
Grand Total	**7,021**	**5,027**	**28.40%**



This chart shows the percentage of vehicles that failed the emission test in January 2017 and never ultimately passed by the end of 2017. The increase in the "no final pass rate" from 1995 to 1996 indicates that the OBDII test was initially more difficult to comply with than the tailpipe test used for pre-1996 vehicles.

The overall pass rate is based on the number of passing tests divided by the number of initial tests and this calculation is shown below:

# of vehicles receiving initial tests	1,031,636
# failing initial tests	95,791
# that pass retests[13]	75,414
Percent of vehicles that pass	98.02%

Overall Compliance Rate

Connecticut's SIP commits the State to achieve a 96% compliance rate for the vehicles subject to I/M requirements. In previous years, results of registration audits were used to calculate the compliance rate. Because it's impossible to renew vehicle registration in person or online without passing an I/M test, registration audits are no longer performed. For 2016, Connecticut calculated the compliance rate using registration denials for failure to meet the requirement of the I/M program for registration renewal applications that were mailed into the CT DMV.

In 2016, 667,890 renewal applications were sent into CT DMV and 4,895 were denied due to I/M compliance status. The result is a 99.27% compliance rate. In 2017, 621,431 renewal applications were sent into CT DMV and 6,609 were denied due to I/M compliance status. The result is a 98.94% compliance rate. These compliance rates are similar to those reported in previous year's reports. A slight decrease in registration denials from previous years can be attributed to the new registration renewal forms

[13] The number of vehicles that passed retests in 2017 included vehicles that failed in 2016.

which clearly informs applicants that registration renewal is predicated on emissions compliance.

In 2017, Connecticut sent out 339,960 late inspection notices, which generated about $6.8 million in fees.

Preventing Circumvention of Connecticut's I/M Requirement

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

- **Circumventing I/M Tests in Connecticut –** Circumventing I/M tests in Connecticut is nearly impossible. First, Connecticut implements the I/M program on a statewide basis. Second, Connecticut tests all fuel types, including hybrids, so motorists cannot avoid inspection by changing fuel type. It may be possible to avoid inspection by registering the vehicle with a GVWR greater than 10,000 lbs., but likely is limited in scope due to the added expense. The majority of vehicles registered with an incorrect GVWR are those where the vehicle owner registers the vehicle at a lower weight to avoid the added expense and would not be emission eligible (>10,000 lbs.) with their corrected weight.
- **Detection and Enforcement Against Motorists That Falsely Change Vehicle Classifications To Circumvent Program Requirements –** Historically, 99% of the vehicles subject to emissions testing in Connecticut are in the Passenger, Commercial or Combination classifications. Incidents of motorists falsely modifying a vehicle's registration classification to an emissions exempt class are rare, most likely because of the added expense, documentation and inspection requirements.
- **Vehicles registered in Connecticut that are operated out-of-state – Connecticut -** DMV has recently changed its policies with respect to detecting vehicles that are registered in the State of Connecticut, but are being operated outside of the state, to avoid being emission tested. Specifically, under its current procedures, DMV will now allow a vehicle owner to receive multiple time extensions for all classes of renewals. DMV is making this change at this time to improve customer experience as under the old single-extension policy vehicle owners would be required to bring vehicles back to Connecticut for testing or register their vehicle in a different state if there was no reciprocity testing agreement. A reciprocal test is otherwise required for an extension or CT DMV requires that a law enforcement officer fill out an AE-81 out-of-state VIN verification form to verify the vehicle is not operating in Connecticut untested.

Waivers Issued

Another aspect related to enforcement is the number of waivers issued. Program effectiveness is inversely proportional to the waiver rate. As the following table shows, only 0.16% of the vehicles that failed received waivers, indicating that the waiver program is not being abused. This is much lower than the waiver rates in many other states' I/M programs. Connecticut's I/M SIP committed to a waiver rate of 1%.

% of Failed Vehicles Receiving Waivers[14] in 2017

Model Year	Passenger Car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1993	1	0	1	570	0.18%
1994	2	0	2	801	0.25%
1995	0	1	1	1092	0.09%
1996	2	1	3	1780	0.17%
1997	2	1	3	2796	0.11%
1998	1	1	2	3448	0.06%
1999	4	3	7	4769	0.15%
2000	11	5	16	6952	0.23%
2001	15	5	20	9274	0.22%
2002	10	10	20	7924	0.25%
2003	7	10	17	9782	0.17%
2004	5	5	10	7674	0.13%
2005	7	8	15	9549	0.16%
2006	7	8	15	5997	0.25%
2007	4	8	12	6565	0.18%
2008	2	2	4	3764	0.11%
2009	3	1	4	3484	0.11%
2010	0	0	0	1995	0.00%
2011	2	0	2	3142	0.06%
2012	0	0	0	1351	0.00%
2013	0	0	0	3008	0.00%
2014	0	0	0	74	0.00%
Total	85	69	154	95,791	0.16%

[14] Diagnostic and Cost waivers combined. Cost waivers are granted by DMV if the repair cost will exceed $874, which is the limit defined by EPA and revised annually. One-time diagnostic waivers can be issued if DMV determines that the vehicle cannot be repaired to comply with State I/M standards. 152 of the 154 waivers granted by DMV were cost waivers.

Enforcement of Proper Test Procedures through Trigger Reports and Video Audits

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

Trigger Audits

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

Trigger reports automatically scan for anomalies in data recorded during inspection. These reports assist in identifying for DMV any stations that are performing fraudulent or inaccurate inspections. Trigger audits focus on finding the following types of fraud:

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

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

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

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

Applus also generates the following automated alerts:

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

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

Special Triggers for Diesel Opacity Tests

All diesel-powered vehicles up to 10,000 lbs GVWR are subject to the loaded mode opacity (LMD) test utilizing the dynamometer. Because inspectors are accustomed to performing PCTSI tests on non-diesel-powered vehicles over 8,501 lbs. GVWR, most assumed the larger diesel vehicles would require the equivalent stationary diesel test (modified snap acceleration test, MSA). Unlike the ASM tests, which require authorization to switch a vehicle from ASM to PCTSI test, opacity tests require no such authorization. In 2014, Applus implemented a new quality assurance report to identify these vehicles and inspectors for corrective action. In 2014, 18% of the diesel powered vehicles received MSA tests. This percentage dropped to 5% and 6% in 2016 and 2017, respectively, which indicates that new report was effective in reducing the number of vehicles that received MSA tests when they should have received LMD tests.

Camera Audits

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

audits of all three cameras, at each test center. Each camera is turned on to ensure it operates as it should, the viewing angle is verified with no obstructions and a test video is recorded. If an issue is identified that requires an onsite visit at the test center, a service ticket is generated and dispatched to the Applus field service. In 2016, Applus performed 1,689 test center camera audits; 86 service tickets were opened to address alignment/refocusing issues. In 2017, Applus performed 1,802 test center camera audits; 57 service tickets were opened to address alignment/refocusing issues.

DMV Video Audits

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

- Real time monitoring/control of vehicle inspections; Stored video library for each test performed in network for up to one year to review and audit;
- Auditing can be performed by Station, Inspector, Date, or Test type to maximize time;
- Video auditors can selectively view inspections; and
- If violations are detected, DMV cites the Certified Test Inspector (CTI).

Results of video audits are provided in Appendix B.

Fraudulent Test Rate

dKC performed an independent analysis of fraud in Connecticut's I/M program. A key parameter that's recorded during an OBD test is the OBD VIN – the vehicle identification number (VIN) that's part of the OBD test record. dKC calculated the percent of tests in Connecticut and Delaware where the OBD VIN did not match the DMV VIN for the vehicle under test. This mismatch could be due to 1) clean scanning (substituting a problem free vehicle for the vehicle under test), 2) changing the vehicle's onboard computer, or 3) a data entry error in the DMV VIN. As shown below, Connecticut has a lower VIN mismatch rate than Delaware, which is a centralized, test-only program with extensive enforcement activity.

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

Year	Trigger	CT	DE
2016	**% of Tests with Mismatches**	0.03%	0.08%
	Annual # of Tests with Mismatches	214	155
2017	**% of Tests with Mismatches**	0.03%	0.08%
	Annual # of Tests with Mismatches	233	154

Not all vehicles provide OBD VINs as part of the test record, so dKC applied another trigger – mismatches between expected and recorded communication protocol. OBD systems can use one of seven protocols; tests where the recorded protocol mismatches expected protocol are suspect. In both 2016 and 2017, only 0.02% of the tests are

suspect in Connecticut.

In addition to incredibly low overall trigger rates, none of the individual stations had high rates of OBD VIN mismatches or communication protocol mismatches. This analysis indicates that inspection fraud is not a serious problem in Connecticut.

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

5.0 Quality Assurance Audits

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

Overt Audits

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

Results of Overt Audits (ETMRs)

Stations	**2016**	**2017**
Total Overt Audits Performed	1,115	969
No. of Stations Audited	226	218
No. of Times Each Station Was Audited (range)	0[15]-14	0 [16]-11
No. of Stations That Had No Violations for the Entire Year	209	184
Total Number of Audits for Which One or More Violations Were Reported	17	31
No. of Stations That Had Violations	15	31
No. of Stations That Had 1-3 Violations	12	25
No. of Stations That Had >3 Violations	5	6

Agents	**2016**	**2017**
No. of Agents That Performed Audits During the Course of the Year	8	5
No. of Agents That Are No Longer Performing Overt Audits	3	0
No. of Agents That Are Currently Assigned to Perform Audits	4	8
No. of Station Violations Reported per Agent (range)	25-332	5-365

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

Equipment Audits

EPA requires that equipment audits be performed twice per year per station. DMV meets these requirements through the QA Audits. High volume stations that perform tailpipe tests are checked monthly, while low volume stations that perform tailpipe tests are checked twice per year. In addition, Applus also performs equipment audits. Connecticut checks more equipment items than required by EPA. While an audit may require a station to discontinue tailpipe testing, it is allowed to continue OBDII testing. Therefore, no stations were totally shut down due to a failed gas equipment audit. Results are presented below. In 2011, 67% of the stations failed equipment (gas) audits, while in 2016 this percentage dropped to 22%. The percentage of stations that failed equipment audits dropped further in 2017 to 14%. The drop was due to the roll out of new, more reliable emission test benches in the new program.

Results of Equipment Audits

Parameter	2016	2017
Total Equipment Audits	461	441
Total Stations that Failed Equipment Audit	101	62
Percentage of stations that failed an equipment (gas) audit	21.91%	14.06%
Number of stations totally shut down as a result of a failed equipment (gas) audit [16]	0	0
Percentage of stations shut down as a result of failed equipment (gas) audit	0.00%	0.00%

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

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

Covert Audits

EPA requires that covert audits be performed at least once per year per station. The requirements and frequency for covert audits are detailed in 40 CFR 51.363(a)(4) and include remote visual observation of inspector performance, site visits using covert vehicles, and documentation of the audits. During 2016, DMV performed 620 covert audits and 2,412 video surveillance audits. During 2017, DMV performed 634 covert audits and 2,401 video surveillance audits. It's easier to perform video audits clandestinely, since the inspector usually does not know an audit is being performed. DMV performs video surveillance audits on a periodic and random basis. After each station receives a video audit, DMV starts a new cycle of audits. Details are provided in Appendix B.

Warnings are routinely issued for false passes resulting from minor procedural errors, such as failing to perform the visual MIL check correctly. Unless the station repeats these minor errors, they are issued warnings rather than being suspended. If DMV finds that the CTI intentionally or negligently falsely pass a vehicle, then the CTI is suspended. Suspensions are usually associated with violations found from trigger reports and data audits.

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 inadequate attention to detail. However, a second occurrence of an unintentional error, such as missing or incorrectly answering the MIL question, results in an automatic suspension.

The Connecticut I/M program excels at running trigger reports and following-up on the issues identified as a result of these reports. Applus issues suspensions for violations, other than covert audit findings or triggers, for various reasons as outlined in the contract under "Inspector Violations," including, but not limited to data entry errors or incorrect test procedures. The statutory and regulatory authority for the I/M program does not allow Connecticut to issue fines or hold hearings concerning inspectors that falsely pass vehicles in covert audits. Instead, these inspectors are suspended from testing. Whether or not to suspend a station depends on the assessment of the severity of the infraction by Applus. In 2016, 107 stations received temporary suspensions. In 2017, 151 stations received temporary suspensions. The increase from 2017 can be attributed to increased DMV oversight of monitoring of emission test station calibrations. Calibration must be done every 72 hours or the station will be locked out of the emission testing until the calibration is conducted.

Contractor Quality Assurance Activities

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

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

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

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

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

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

In 2016, the contractor's auditor performed 436 audits: 97failed. In 2017, the contractor's auditor performed 441 audits: 62 failed. Most common failures included gas bench calibration or gas bench audit. Depending on the type of failure, stations are suspended until reasons for audit failure are corrected.

Built-in Anti-Fraud Prevention Systems

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

- Secure iris recognition system – use of biometrics
- Sample system leak check
- Analyzer gas calibrations – Every 72 hours or system will lock out testing
- CDAS units require a two point calibration with BAR 97 high gas followed by BAR 97 low gas blend

- CDAS units have passed BAR 97 certification tests
- Dynamometer undergo a coast down every 72 hours
- Raw transport time verification
- Various other hardware checks are done every 72 hours
- Low sample flow, sample dilution checks etc.

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

6.0 Assessment of OBDII Testing Issues

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

EPA allows states to exempt vehicles from readiness requirements if they have design flaws that cause them to frequently fail for readiness. In 2007, Connecticut updated its readiness exemption list to include vehicles that had extremely high not ready rates. Based on data from tests performed in 2017, no additional vehicle models need to be added to the readiness exemption list.

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

Vehicles That Fail to Communicate with Connecticut's Test System

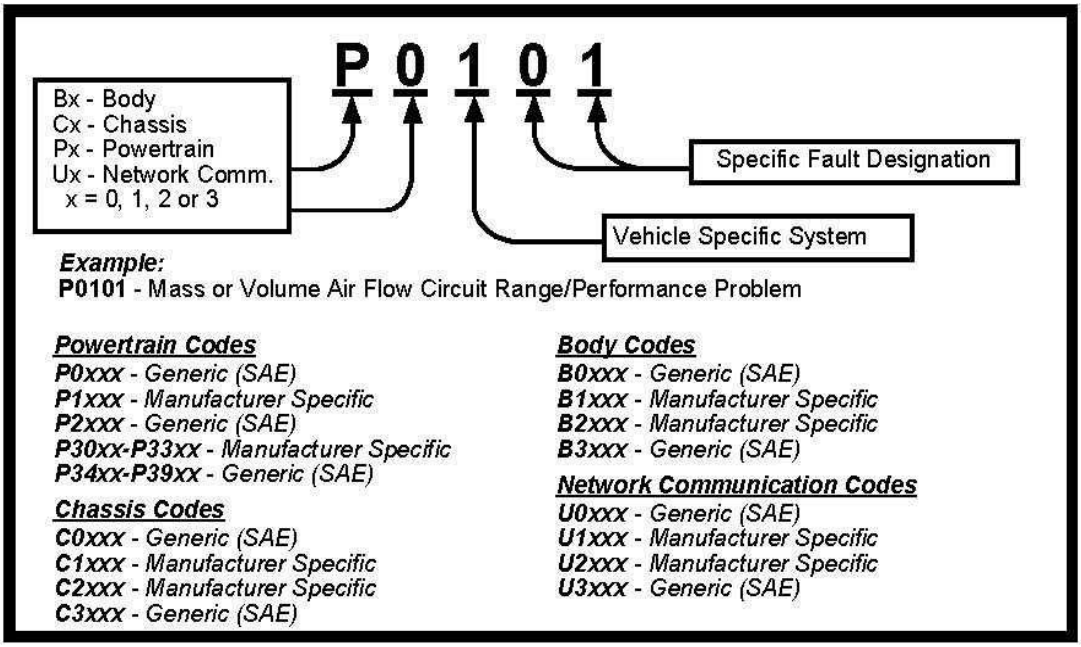
A small percentage (0.10%) of the vehicles with OBDII systems failed to communicate with Connecticut's inspection system in 2017. This is the lower than the no-communication rate of 0.13% that was observed in 2016. The no-communication rate is much lower than the no-communication rates observed with the old testing equipment in 2011 and prior years, indicating that the new OBDII inspection equipment works well. In 2011, 0.71% of the vehicles failed to communicate with Connecticut's inspection system. For this report, dKC analyzed 2017 inspection data to determine no communication rates by year, make, and model. Specific year/make/models that had relatively high no-communication rates are shown below. Applus continues to investigate why CDAS have difficulty communicating with these vehicles.

Specific Vehicles with High No Communication Rates (Vehicles with No Communication Rates > 6%			
Year Make Model	**# Fail COM**	**% Fail COM**	**Count**
1999_HYUNDAI_SONATA	4	19.05%	21
2003_PORSCHE_BOXSTER	12	14.63%	82
2000_VOLKSWAGEN_PASSAT 4MOTION	3	11.54%	26
2002_SATURN_VUE AWD	3	9.38%	32
2000_AUDI_A4	3	8.82%	34
2000_AUDI_A6 QUATTRO	6	7.59%	79
2011_PORSCHE_PANAMERA/4	2	7.14%	28
2004_PORSCHE_BOXSTER	2	6.90%	29
2001_VOLKSWAGEN_PASSAT	22	6.45%	341

Diagnostic Trouble Codes (DTCs) Recorded in OBDII Failures

The MIL is part of the OBDII system and is used to alert the driver of a potential issue with the vehicle's computerized engine management system. Whenever the MIL is illuminated a Diagnostic Trouble Code (DTC) should be stored in the vehicle's computer. DTCs describe the problem that caused the MIL to go on. Before OBDII, each manufacturer had their own specific trouble code list and code definitions. Under

the OBDII requirements, all manufacturers must comply with a standardized convention for DTCs. The universal DTC format consists of a 5-character alphanumeric code, consisting of a single letter character followed by four numbers. The following is an example of the standardized coding for DTCs.



Top 10 DTCs in Connecticut

Following is a list of the most prevalent DTCs in Connecticut in 2016 and 2017 based upon inspection data provided by Applus. This table lists the ranking of the most prevalent DTCs along with the frequency of its occurrence, expressed as a percentage of MIL-On cases. Note that the top 10 DTCs are present in 61% to 62% of the MIL-on cases, even though there are over 1000 possible DTCs. The ranking of DTCs is nearly identical in both years.

Connecticut's Top 10 DTCs				
	2016		2017	
DTC	Rank	%	Rank	%
P0420 – Low Catalyst Efficiency	1	13.48%	1	13.67%
P0171 -- System Too Lean: Bank 1	2	7.70%	2	7.92%
P0442 -- Evaporative Emission Control System Leak Detected (small leak)	3	7.67%	3	7.69%
P0455 -- Evaporative Emission Control System Leak Detected (gross leak)	4	7.56%	4	7.30%
P0300 -- Random Misfire	5	5.86%	5	6.18%
P0456 -- Evaporative Emission Control System -- Small Leak	6	4.37%	6	4.56%
P0174 -- System Too Lean: Bank 2	7	4.02%	7	4.19%
P0128 -- Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)	8	3.55%	9	3.55%
P0141 -- 02 Sensor Heater Circuit Malfunction	9	3.55%	11	3.44%
P0440 -- Evaporative Emission Control System Malfunction	10	3.40%	12	3.41%
P0301 – Misfire cylinder #1	11	3.32%	10	3.44%
P0430 – Low Catalyst Efficiency (Bank 2)	12	3.30%	8	3.61%
Total of the top 10		61.16%		61.90%

7.0 2015 to 2017 Inspection Cycle Analysis

A dataset of vehicles, tested in both 2015 and 2017, was created with the goal of determining the durability of repairs performed on vehicles failing in 2015.

Failure Rates

Failure rates (overall, by test type and by model year) in 2017 were determined for the following groups of vehicles that were tested in 2015:

- Passed initial test in 2015; or
- Failed initial test/passed retest in 2015.

The data indicate that there is an ongoing need for vehicle I/M since most vehicles that failed in 2017 passed their initial test in 2015 (see pie chart on next page).

Failure rates were much higher for the group that failed their initial test and passed a retest in 2015. The OBD failure rate in 2017 for these two groups are shown below:

- Passed initial test in 2015: 8%
- Failed initial test/passed retest in 2015: 23%

The ASM failure rate in 2017 for these two groups are shown below:

- Passed initial test in 2015: 3%
- Failed initial test/passed retest in 2015: 18%

The PCTSI failure rate in 2017 for these two groups are shown below:

- Passed initial test in 2015: 7%
- Failed initial test/passed retest in 2015: 15%

The above data could indicate that repairs to failed vehicles could be improved. They also could indicate that certain vehicle makes/models are more prone to failing I/M.

Emission Rates

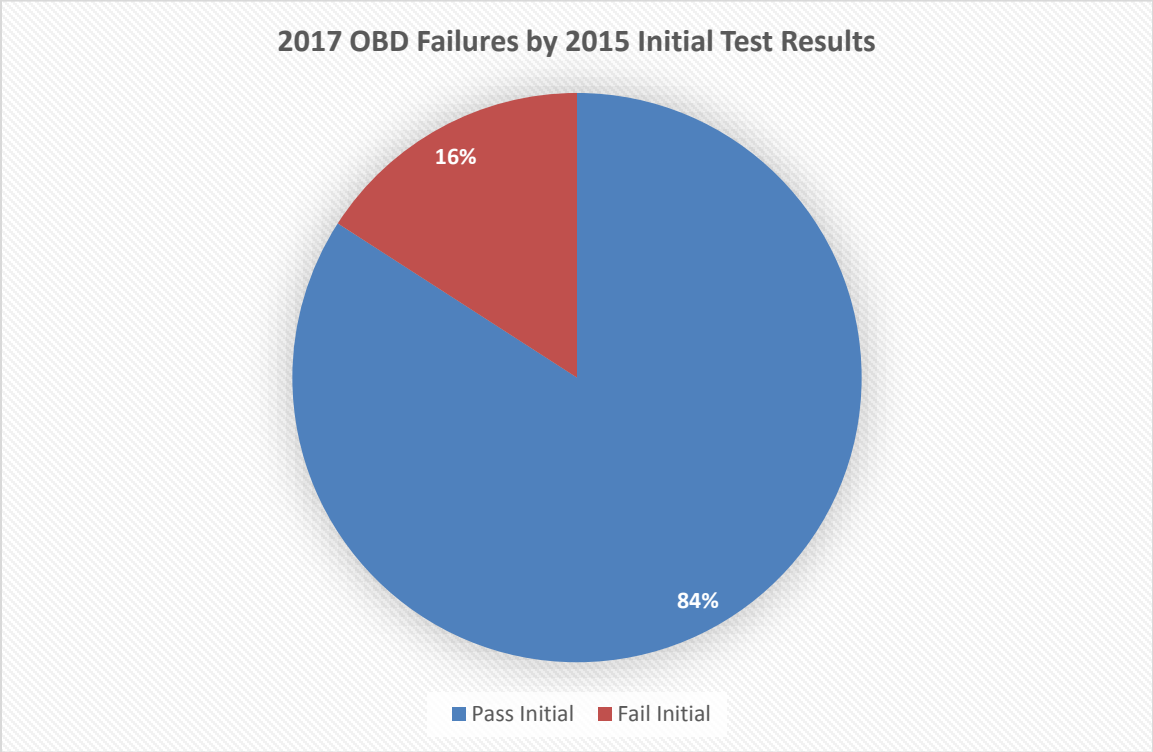
The ASM2525 test allows a quantification of HC, CO and NOx emissions levels, so emissions data from vehicles that received these tests in 2015 and 2017 were evaluated. Average ASM2525 emission rates for initial tests in 2017 were calculated for vehicles for the following groups:

- Passed initial test in 2015, and
- Failed initial test but passed retest in 2015.

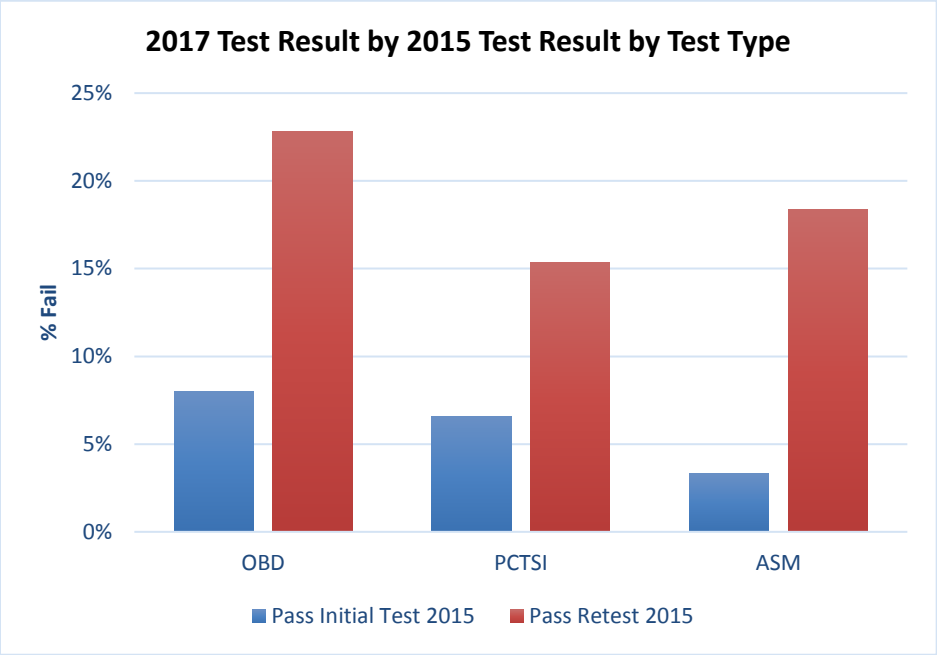
Emissions in 2017 were significantly higher for vehicles that failed and were repaired to pass in 2015. HC emissions were 51% higher in 2017 for vehicles that failed and were repaired to pass in 2015; NOx emissions were 57% higher in 2017 for this group.

Conclusion: The high failure rates and emissions levels in 2017 for vehicles that failed and were repaired to pass in 2015 may be due to several factors, including that some vehicles are more prone to be high emitters, even after they are repaired. The higher emissions and failure rates for previous failures may also

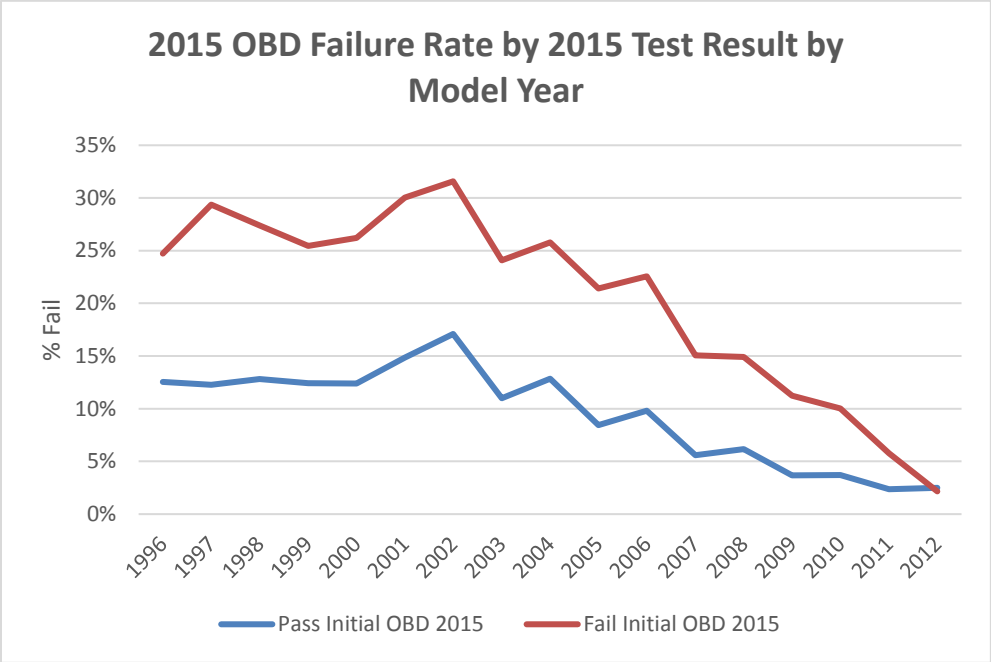
indicate that repair quality can be significantly improved, but an evaluation of this was not possible since the data on who conducted the repairs in 2015, i.e., Certified Repairers, non-certified repairers, or self-repairs by the motorist were not available. Note that the vast majority of vehicles that failed in 2017 passed their initial test in 2015, which indicates that there's an ongoing need for vehicle I/M. The charts that follow have details on this analysis.



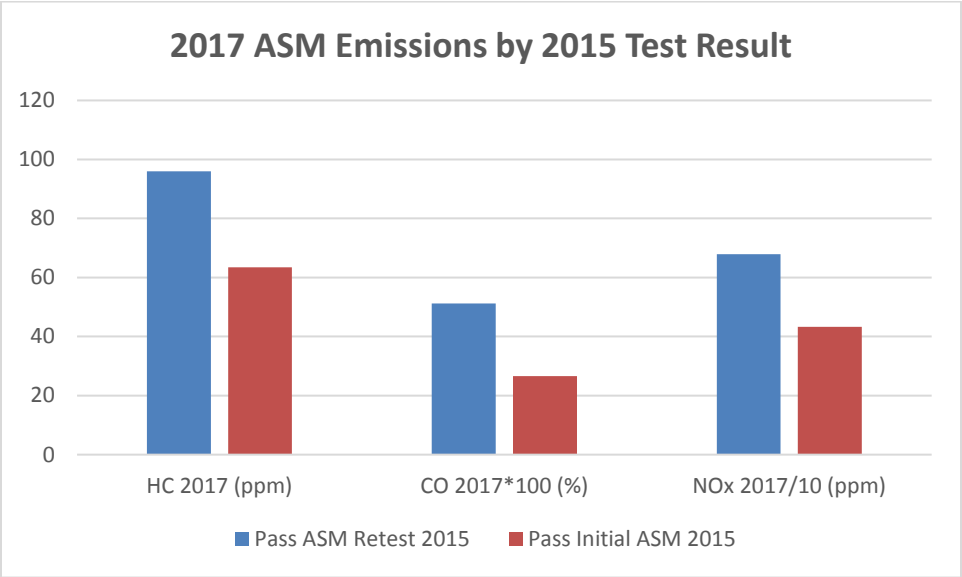
This chart shows the fraction of failures in 2017 that were for vehicles that failed in 2015. The vast majority of failures in 2017 were for vehicles that passed their initial test in 2015. This indicates that there's an ongoing need for Connecticut's I/M program.



This chart shows failure rates by inspection type in 2017 for vehicles that passed in 2015. Failure rates in 2017 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2015 and 2) vehicles that failed and were repaired to pass in 2015. The second group had much higher failure rates in 2017 for all inspection types indicating that these vehicles may be more prone to failing I/M inspections. There were not enough observations to do a comparison for diesel powered vehicles receiving Modified Snap Idle (MSA) or Loaded Mode Diesel (LMD) tests.



This chart shows OBD failure rates by model year in 2017 for vehicles that passed in 2015. Failure rates in 2017 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2015 and 2) vehicles that failed and were repaired to pass in 2015. The second group had much higher failure rates in 2017, indicating that these vehicles may be more prone to failing I/M inspections.



This chart shows average HC, CO and NOx ASM emissions in 2017 for vehicles for two groups: 1) passed initial test in 2015, and 2) failed initial test but passed retest in 2015. Vehicles that passed their initial test in 2015 had much lower emissions in 2017 than those that failed and were repaired to pass. This indicates that many repairs may not have fully addressed the emissions problem in vehicles failing ASM tests.

8.0 Program Enhancements in 2016 and 2017

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 2016, DMV's primary focus was on implementing a new vehicle registration and inspection database termed CIVLS. One of the goals of CIVLS is to streamline the handling of data transfers between the I/M and vehicle registration databases. It is now impossible to renew vehicle registrations without complying with I/M requirements. Additional enhancements in 2016 and 2017 are listed below:

- OBDII Data Acquisition Device Retrofit.
- EDBMS is linked to website for Certified Emissions Repair Facilities (CERF). One entry in the EDBMS will update both public website and emissions analyzer, and a list of CERF's is printed for customers when any emissions test result is fail.
- New VID/EDBMS Dashboard. The VID/EDBMS Dashboard is a website that allows DMV access to view a number of different features, reports and auditing tools related to the administration of the IM program. The Contractor is has also made available the ability to enhance the dashboard with additional tools as DMV sees fit.
- Require retraining after six-months of inspector inactivity.
- If an OBDII simulator is detected during an emissions test, automatic email alerts are sent to Applus and DMV.
- Compliance Action Plan - The plan was revised by Applus to support needed changes, including the following:
    - Because of the direct impact on program goals, Applus incorporated language that indicates that any inspector found to be circumventing the gas cap test is now expelled from the program immediately, and if that inspector is the station owner or business principal, the station is also subject to expulsion.
    - Several sections were rewritten, including added language for fraudulent OBD tests or the use of OBD simulators. Applus also incorporated language to reject disputes for an insufficient explanation, claims of the inability to pay an assessment, or submittals of apologies or requests to mitigate the assessment amount.
    - Applus incorporated explanations for each of the categories outlined in the monetary penalty schedule from the Station Agreement.
    - Applus realigned the severity levels for infractions for each category based on their overall impact on the emissions test result, equipment integrity, or procedural violations.
    - Applus improved the definitions for each of the four categories, with Level One (1) being the most serious and severe, Level Two (2) being moderate

to severe, and Level Three (3) moderate to severe procedural violations. Since Level Four (4) violations were always intended for administrative infractions with no effect on the overall test, an improved definition was added for these violations, and proper examples are now listed.

- Daily calibration lockouts for outliers – This was put in place to combat stations that picked and chose what calibrations they completed and by what time. The process now prevents a station from completing OBD tests only and waiting for a motorist to arrive for a non-OBD test before calibrating other systems such as the gas bench, dynamometer, etc. Further inconvenience to motorists occurred when stations ran into calibration issues.
    - Now, all calibrations must be completed by 10 am; Applus runs a report each weekday and locks out stations that are not 100% ready or have an open ticket for an equipment issue.
    - The same applies to a station that runs out of consumables and is unable to complete a calibration; Applus locks them out, and they remain locked out until all calibrations are verified.

Review of EPA Requirements for Biennial Report

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

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

   In 2016 and 2017, Connecticut implemented numerous enhancements to its I/M program described above. Overall, there were no significant changes in program design, funding, personnel levels, procedures, regulations, and legal authority.

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

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

9.0 Conclusions

Key conclusions from this analysis:

- Connecticut is failing the expected number of vehicles. Overall, 9.3% to 9.5% of the vehicles tested failed inspection in 2016 and 2017.
- Connecticut conducts extensive compliance assurance and enforcement activities on the I/M program. Evaluation of quality assurance and inspection data demonstrates that the program performs accurate inspections with minimal fraud. Based upon dKC's independent analysis of potential fraud in Connecticut and other states (p. 33), Connecticut is a national model for enforcement activities.
- Connecticut's I/M contract is designed to ensure the I/M program continues to effectively achieve the expected air quality benefits. DMV and its contractor, Applus, seek to continually improve procedures and protocols related to all aspects of the I/M program.
- Connecticut has a strong enforcement mechanism to ensure that motorists comply with I/M requirements, a mechanism that has been strengthened by the introduction of the CIVLS program. CIVLS automatically checks for I/M compliance, making it impossible for motorists to renew their registration without complying with I/M requirements. After CIVLS was implemented, the State stopped performing registration audits. These audits were the source of compliance rate calculations in previous annual and biennial reports. The State developed a new compliance rate calculation, based on registration denial of mailed-in registration renewal applications, which resulted in approximately a 99% compliance rate.

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
2017 CT I/M Program Data

Appendix B
2017 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**
1993	3,405	1,941	5,346
1994	4,227	3,562	7,789
1995	6,270	4,841	11,111
1996	6,935	5,375	12,310
1997	10,412	8,903	19,315
1998	12,835	10,107	22,942
1999	18,013	14,832	32,845
2000	28,030	21,166	49,196
2001	31,012	24,079	55,091
2002	23,559	21,091	44,650
2003	40,546	38,619	79,165
2004	25,489	30,570	56,059
2005	47,625	49,435	97,060
2006	28,682	27,529	56,211
2007	54,278	47,029	101,307
2008	28,577	25,771	54,348
2009	46,762	31,755	78,517
2010	25,455	16,982	42,437
2011	55,624	51,274	106,898
2012	19,172	14,103	33,275
2013	83,137	64,546	147,683
2014	2,159	2,104	4,263
Grand Total	**602,204**	**515,614**	**1,117,818**

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**
1996	1	0	1
1999	1	3	4
2000	2	0	2
2001	0	4	4
2002	2	0	2
2003	3	5	8
2004	1	2	3
2005	5	13	18
2006	4	11	15
2007	39	44	83
2008	53	32	85
2009	11	29	40
2010	5	8	13
2011	103	13	116
2012	109	78	187
2013	398	167	565
2014	12	15	27
Grand Total	**749**	**424**	**1,173**

Table (a) (2)(i). Initial Test Results (Network Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD Gasoline	P	1996	985	5023	6008	16.4%
		1997	1547	7488	9035	17.1%
		1998	1946	9117	11063	17.6%
		1999	2675	12908	15583	17.2%
		2000	4066	20300	24366	16.7%
		2001	5284	20992	26276	20.1%
		2002	4404	14938	19342	22.8%
		2003	5055	30737	35792	14.1%
		2004	3550	18384	21934	16.2%
		2005	4616	37994	42610	10.8%
		2006	3121	22222	25343	12.3%
		2007	3354	46094	49448	6.8%
		2008	1992	23910	25902	7.7%
		2009	1979	41672	43651	4.5%
		2010	1049	22227	23276	4.5%
		2011	1520	51232	52752	2.9%
		2012	764	17099	17863	4.3%
		2013	1764	77654	79418	2.2%
		2014	36	2025	2061	1.7%
	P Total		**49,707**	**482,016**	**531,723**	**9.3%**
	T	1996	708	3,165	3,873	18.3%
		1997	1,121	5,222	6,343	17.7%
		1998	1,418	6,408	7,826	18.1%
		1999	1,945	9,232	11,177	17.4%
		2000	2,666	13,669	16,335	16.3%
		2001	3,755	14,083	17,838	21.1%
		2002	3,308	12,260	15,568	21.2%
		2003	4,411	25,999	30,410	14.5%
		2004	3,905	20,138	24,043	16.2%
		2005	4,650	36,641	41,291	11.3%
		2006	2,687	19,379	22,066	12.2%
		2007	3,027	37,914	40,941	7.4%
		2008	1,677	20,580	22,257	7.5%
		2009	1,364	27,279	28,643	4.8%
		2010	856	14,405	15,261	5.6%
		2011	1,451	45,065	46,516	3.1%
		2012	521	11,960	12,481	4.2%
		2013	1,085	58,726	59,811	1.8%
		2014	34	1,931	1,965	1.7%
	T Total		**40,589**	**384,056**	**424,645**	**9.6%**
OBD Gasoline Total			**90,296**	**866,072**	**956,368**	**9.4%**

Table (a) (2)(i). Initial Test Results (Network Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD Diesel	P	1997	4	30	34	11.8%
		1998	7	48	55	12.7%
		1999	10	79	89	11.2%
		2000	17	131	148	11.5%
		2001	15	125	140	10.7%
		2002	14	103	117	12.0%
		2003	13	180	193	6.7%
		2004	11	82	93	11.8%
		2005	23	252	275	8.4%
		2006	21	150	171	12.3%
		2007	4	29	33	12.1%
		2008	1	5	6	16.7%
		2009	42	139	181	23.2%
		2010	31	72	103	30.1%
		2011	46	195	241	19.1%
		2012	19	76	95	20.0%
		2013	22	329	351	6.3%
		2014	0	15	15	0.0%
	P Total		**300**	**2,040**	**2,340**	**12.8%**
	T	1997	0	7	7	0.0%
		1998	1	6	7	14.3%
		1999	1	8	9	11.1%
		2000	0	5	5	0.0%
		2002	0	1	1	0.0%
		2003	0	5	5	0.0%
		2004	1	1	2	50.0%
		2005	5	30	35	14.3%
		2006	2	10	12	16.7%
		2007	6	67	73	8.2%
		2008	1	24	25	4.0%
		2009	14	60	74	18.9%
		2010	14	55	69	20.3%
		2011	39	177	216	18.1%
		2012	18	79	97	18.6%
		2013	40	274	314	12.7%
		2014	0	27	27	0.0%
	T Total		**142**	**836**	**978**	**14.5%**
OBD Diesel Total			**442**	**2,876**	**3,318**	**13.3%**

Table (a) (2)(i). Initial Test Results (Network Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD Hybrid	**P**	2000	1	18	19	5.3%
		2001	10	46	56	17.9%
		2002	15	45	60	25.0%
		2003	41	123	164	25.0%
		2004	31	157	188	16.5%
		2005	66	794	860	7.7%
		2006	42	335	377	11.1%
		2007	75	1785	1860	4.0%
		2008	42	791	833	5.0%
		2009	35	1102	1137	3.1%
		2010	24	1039	1063	2.3%
		2011	20	1284	1304	1.5%
		2012	10	436	446	2.2%
		2013	17	1903	1920	0.9%
		2014	1	63	64	1.6%
	P Total		**430**	**9,921**	**10,351**	**4.2%**
	T	2003	0	1	1	0.0%
		2005	8	46	54	14.8%
		2006	15	343	358	4.2%
		2007	18	362	380	4.7%
		2008	9	291	300	3.0%
		2009	16	228	244	6.6%
		2010	3	153	156	1.9%
		2011	3	144	147	2.0%
		2012	2	32	34	5.9%
		2013	0	183	183	0.0%
		2014	0	3	3	0.0%
	T Total		**74**	**1,786**	**1,860**	**4.0%**
OBD Hybrid Total			**504**	**11,707**	**12,211**	**4.1%**

Table (a) (2)(i). Initial Test Results (Network Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
PCTSI	P	1993	30	225	255	11.8%
		1994	55	232	287	19.2%
		1995	75	511	586	12.8%
		1998	0	1	1	0.0%
		1999	0	3	3	0.0%
		2000	0	2	2	0.0%
		2001	1	2	3	33.3%
		2002	0	1	1	0.0%
		2003	0	4	4	0.0%
		2005	1	2	3	33.3%
		2006	0	2	2	0.0%
		2007	1	2	3	33.3%
		2008	1	3	4	25.0%
		2009	1	10	11	9.1%
		2010	0	2	2	0.0%
		2012	0	1	1	0.0%
		2013	0	6	6	0.0%
	P Total		**165**	**1,009**	**1,174**	**14.1%**
	T	1993	38	189	227	16.7%
		1994	90	403	493	18.3%
		1995	155	671	826	18.8%
		1996	78	355	433	18.0%
		1997	115	609	724	15.9%
		1998	70	472	542	12.9%
		1999	130	911	1041	12.5%
		2000	189	1418	1607	11.8%
		2001	201	1692	1893	10.6%
		2002	175	1310	1485	11.8%
		2003	238	2655	2893	8.2%
		2004	165	1831	1996	8.3%
		2005	166	2722	2888	5.7%
		2006	91	1715	1806	5.0%
		2007	70	2143	2213	3.2%
		2008	34	1183	1217	2.8%
		2009	30	1350	1380	2.2%
		2010	16	549	565	2.8%
		2011	57	2425	2482	2.3%
		2012	13	760	773	1.7%
		2013	75	2719	2794	2.7%
		2014	3	79	82	3.7%
	T Total		**2,199**	**28,161**	**30,360**	**7.2%**
PCTSI Total			**2,364**	**29,170**	**31,534**	**7.5%**

Table (a) (2)(i). Initial Test Results (Network Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
ASM	**P**	1993	330	2,398	2,728	12.1%
		1994	358	3,042	3,400	10.5%
		1995	515	4,408	4,923	10.5%
	P Total		**1,203**	**9,848**	**11,051**	**10.9%**
		1993	167	1,224	1,391	12.0%
		1994	289	2,196	2,485	11.6%
		1995	333	2,916	3,249	10.2%
	T Total		**789**	**6,336**	**7,125**	**11.1%**
ASM Total			**1,992**	**16,184**	**18,176**	**11.0%**

Table (a) (2)(i). Initial Test Results (Network Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
MSA	**P**	1995	0	5	5	0.0%
		1996	0	3	3	0.0%
		2005	0	1	1	0.0%
		2009	0	1	1	0.0%
		2013	0	1	1	0.0%
	P Total		**0**	**11**	**11**	**0.0%**
	T	1993	0	13	13	0.0%
		1994	5	12	17	29.4%
		1995	5	23	28	17.9%
		1996	3	13	16	18.8%
		1997	3	44	47	6.4%
		1998	5	15	20	25.0%
		1999	4	37	41	9.8%
		2000	3	28	31	9.7%
		2001	2	30	32	6.3%
		2002	2	29	31	6.5%
		2003	5	37	42	11.9%
		2004	2	37	39	5.1%
		2005	2	49	51	3.9%
		2006	6	45	51	11.8%
		2007	0	49	49	0.0%
		2008	2	29	31	6.5%
		2009	0	10	10	0.0%
		2010	0	23	23	0.0%
		2011	1	93	94	1.1%
		2012	1	45	46	2.2%
		2013	0	127	127	
		2014	0	3	3	0.0%
	T Total		**51**	**791**	**842**	**6.1%**
MSA Total			**51**	**802**	**853**	**6.0%**

Table (a) (2)(i). Initial Test Results (Network Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
LMD	P	1993	0	12	12	0.0%
		1994	1	2	3	33.3%
		1995	3	75	78	3.8%
		1996	1	25	26	3.8%
		1997	0	2	2	0.0%
		2001	0	2	2	0.0%
		2002	0	3	3	0.0%
		2003	0	1	1	0.0%
		2004	0	2	2	0.0%
		2005	0	1	1	0.0%
		2006	0	2	2	0.0%
		2007	0	1	1	0.0%
		2009	0	3	3	0.0%
		2013	0	1	1	0.0%
	P Total		**5**	**132**	**137**	**3.6%**
	T	1993	5	67	72	6.9%
		1994	3	130	133	2.3%
		1995	6	181	187	3.2%
		1996	5	269	274	1.8%
		1997	6	485	491	1.2%
		1998	1	170	171	0.6%
		1999	4	588	592	0.7%
		2000	10	620	630	1.6%
		2001	6	768	774	0.8%
		2002	6	537	543	1.1%
		2003	19	907	926	2.1%
		2004	9	633	642	1.4%
		2005	12	857	869	1.4%
		2006	12	583	595	2.0%
		2007	10	639	649	1.5%
		2008	5	292	297	1.7%
		2009	3	161	164	1.8%
		2010	2	97	99	2.0%
		2011	5	458	463	1.1%
		2012	3	102	105	2.9%
		2013	5	348	353	1.4%
		2014	0	10	10	0.0%
	T Total		**137**	**8,902**	**9,039**	**1.5%**
LMD Total			**142**	**9,034**	**9,176**	**1.5%**
Grand Total*			**95,791**	**935,845**	**1,031,636**	**9.3%**

Table (a)(2)(i) Initial Test Results (Fleet Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**%Fail**
OBD	P	1996	0	1	1	0.00%
		1999	0	1	1	0.00%
		2000	0	2	2	0.00%
		2002	0	2	2	0.00%
		2003	0	3	3	0.00%
		2004	0	1	1	0.00%
		2005	0	5	5	0.00%
		2006	0	4	4	0.00%
		2007	0	38	38	0.00%
		2008	0	53	53	0.00%
		2009	0	11	11	0.00%
		2010	1	3	4	25.00%
		2011	2	95	97	2.06%
		2012	0	106	106	0.00%
		2013	8	387	395	2.03%
		2014	3	9	12	25.00%
	Passenger OBD Total		**14**	**721**	**735**	**1.90%**
	T	1999	0	3	3	0.00%
		2001	0	4	4	0.00%
		2003	0	5	5	0.00%
		2004	0	2	2	0.00%
		2005	0	13	13	0.00%
		2006	0	11	11	0.00%
		2007	2	41	43	4.65%
		2008	1	30	31	3.23%
		2009	3	22	25	12.00%
		2010	0	8	8	0.00%
		2011	1	12	13	7.69%
		2012	7	67	74	9.46%
		2013	6	160	166	3.61%
		2014	0	15	15	0.00%
	Truck OBD Total		**20**	**393**	**413**	**4.84%**
Fleet OBD Total			**34**	**1114**	**1148**	**2.96%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests) Note: If vehicles of a certain model year are not tested, the row will not be listed							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD Gasoline	P	1996	119	657	776	15.3%	84.7%
		1997	172	1,002	1,174	14.7%	85.3%
		1998	258	1,246	1,504	17.2%	82.8%
		1999	316	1,769	2,085	15.2%	84.8%
		2000	484	2,583	3,067	15.8%	84.2%
		2001	549	3,504	4,053	13.5%	86.5%
		2002	509	3,084	3,593	14.2%	85.8%
		2003	451	3,562	4,013	11.2%	88.8%
		2004	346	2,606	2,952	11.7%	88.3%
		2005	301	3,282	3,583	8.4%	91.6%
		2006	226	2,327	2,553	8.9%	91.1%
		2007	187	2,528	2,715	6.9%	93.1%
		2008	107	1,586	1,693	6.3%	93.7%
		2009	92	1,554	1,646	5.6%	94.4%
		2010	34	905	939	3.6%	96.4%
		2011	31	1,227	1,258	2.5%	97.5%
		2012	24	699	723	3.3%	96.7%
		2013	18	1,383	1,401	1.3%	98.7%
		2014	0	18	18	0.0%	100.0%
	P Total		**4,224**	**35,522**	**39,746**	**10.6%**	**89.4%**
	T	1996	95	472	567	16.8%	83.2%
		1997	164	806	970	16.9%	83.1%
		1998	218	1,025	1,243	17.5%	82.5%
		1999	234	1,368	1,602	14.6%	85.4%
		2000	293	1,792	2,085	14.1%	85.9%
		2001	395	2,606	3,001	13.2%	86.8%
		2002	394	2,489	2,883	13.7%	86.3%
		2003	448	3,232	3,680	12.2%	87.8%
		2004	364	2,992	3,356	10.8%	89.2%
		2005	308	3,443	3,751	8.2%	91.8%
		2006	210	2,088	2,298	9.1%	90.9%
		2007	174	2,307	2,481	7.0%	93.0%
		2008	85	1,423	1,508	5.6%	94.4%
		2009	44	1,102	1,146	3.8%	96.2%
		2010	32	707	739	4.3%	95.7%
		2011	35	1,195	1,230	2.8%	97.2%
		2012	8	507	515	1.6%	98.4%
		2013	7	844	851	0.8%	99.2%
		2014	0	11	11	0.0%	100.0%
	T Total		**3,508**	**30,409**	**33,917**	**10.3%**	**89.7%**
OBD Gasoline Total			**7,732**	**65,931**	**73,663**	**10.5%**	**89.5%**
OBD Diesel Total (too few tests for vehicle type and model year breakout)			**28**	**276**	**304**	**9.2%**	**90.8%**
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			**45**	**354**	**399**	**11.3%**	**88.7%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests) Note: If vehicles of a certain model year are not tested, the row will not be listed							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
PCTSI	P	1993	2	20	22	9.1%	90.9%
		1994	12	39	51	23.5%	76.5%
		1995	12	60	72	16.7%	83.3%
		2001	0	1	1	0.0%	100.0%
		2007	0	1	1	0.0%	100.0%
		2009	0	1	1	0.0%	100.0%
	P Total		**26**	**122**	**148**	**17.6%**	**82.4%**
	T	1993	7	27	34	20.6%	79.4%
		1994	20	67	87	23.0%	77.0%
		1995	21	101	122	17.2%	82.8%
		1996	17	52	69	24.6%	75.4%
		1997	23	85	108	21.3%	78.7%
		1998	17	50	67	25.4%	74.6%
		1999	21	96	117	17.9%	82.1%
		2000	23	139	162	14.2%	85.8%
		2001	20	161	181	11.0%	89.0%
		2002	19	132	151	12.6%	87.4%
		2003	22	204	226	9.7%	90.3%
		2004	17	147	164	10.4%	89.6%
		2005	20	129	149	13.4%	86.6%
		2006	13	79	92	14.1%	85.9%
		2007	4	64	68	5.9%	94.1%
		2008	1	32	33	3.0%	97.0%
		2009	2	26	28	7.1%	92.9%
		2010	3	14	17	17.6%	82.4%
		2011	4	52	56	7.1%	92.9%
		2012	0	17	17	0.0%	100.0%
		2013	4	64	68	5.9%	94.1%
		2014	0	3	3	0.0%	100.0%
	T Total		**278**	**1,741**	**2,019**	**13.8%**	**86.2%**
PCTSI Total			**304**	**1,863**	**2,167**	**14.0%**	**86.0%**
ASM		1993	73	194	267	27.3%	72.7%
		1994	98	226	324	30.2%	69.8%
		1995	103	326	429	24.0%	76.0%
	P Total		**274**	**746**	**1,020**	**26.9%**	**73.1%**
		1993	19	128	147	12.9%	87.1%
		1994	37	221	258	14.3%	85.7%
		1995	47	274	321	14.6%	85.4%
	T Total		**103**	**623**	**726**	**14.2%**	**85.8%**
ASM Total			**377**	**1,369**	**1,746**	**21.6%**	**78.4%**
MSA Total (too few tests for vehicle type and model year breakout)			**23**	**28**	**51**	**45.1%**	**54.9%**
LMD Diesel Total (too few tests for vehicle type and model year breakout)			**10**	**110**	**120**	**8.3%**	**91.7%**
Grand Total			**8,519**	**69,931**	**78,450**	**10.9%**	**89.1%**

Table (a) (2) (iv). Second and Later Retest Results (Network Tests) Note: If vehicles of a certain model year are not tested, the row will not be listed							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD Gasoline	**P**	1996	51	69	120	42.5%	57.5%
		1997	63	102	165	38.2%	61.8%
		1998	59	145	204	28.9%	71.1%
		1999	73	175	248	29.4%	70.6%
		2000	118	297	415	28.4%	71.6%
		2001	153	314	467	32.8%	67.2%
		2002	142	275	417	34.1%	65.9%
		2003	73	256	329	22.2%	77.8%
		2004	64	222	286	22.4%	77.6%
		2005	56	182	238	23.5%	76.5%
		2006	41	142	183	22.4%	77.6%
		2007	28	114	142	19.7%	80.3%
		2008	14	82	96	14.6%	85.4%
		2009	16	67	83	19.3%	80.7%
		2010	1	20	21	4.8%	95.2%
		2011	1	25	26	3.8%	96.2%
		2012	4	19	23	17.4%	82.6%
		2013	1	11	12	8.3%	91.7%
	P Total		**958**	**2,517**	**3,475**	**27.6%**	**72.4%**
	T	1996	49	61	110	44.5%	55.5%
		1997	61	109	170	35.9%	64.1%
		1998	73	133	206	35.4%	64.6%
		1999	57	160	217	26.3%	73.7%
		2000	68	187	255	26.7%	73.3%
		2001	102	230	332	30.7%	69.3%
		2002	104	294	398	26.1%	73.9%
		2003	85	282	367	23.2%	76.8%
		2004	66	234	300	22.0%	78.0%
		2005	65	224	289	22.5%	77.5%
		2006	35	167	202	17.3%	82.7%
		2007	27	118	145	18.6%	81.4%
		2008	15	70	85	17.6%	82.4%
		2009	2	32	34	5.9%	94.1%
		2010	2	25	27	7.4%	92.6%
		2011	4	23	27	14.8%	85.2%
		2012	1	8	9	11.1%	88.9%
		2013	0	5	5	0.0%	100.0%
	T Total		**816**	**2,362**	**3,178**	**25.7%**	**74.3%**
OBD Gasoline Total			**1,774**	**4,879**	**6,653**	**26.7%**	**73.3%**

Table (a) (2) (iv). Second and Later Retest Results (Network Tests) Note: If vehicles of a certain model year are not tested, the row will not be listed							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD Diesel Total (too few tests for vehicle type and model year breakout)			**4**	**17**	**21**	**19.0%**	**81.0%**
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			**7**	**22**	**29**	**24.1%**	**75.9%**
PCTSI Total (too few tests for vehicle type and model year breakout)			**128**	**249**	**377**	**34.0%**	**66.0%**
ASM		1993	65	49	114	57.0%	43.0%
		1994	79	70	149	53.0%	47.0%
		1995	75	87	162	46.3%	53.7%
	P Total		**219**	**206**	**425**	**51.5%**	**48.5%**
		1993	21	25	46	45.7%	54.3%
		1994	30	26	56	53.6%	46.4%
		1995	34	33	67	50.7%	49.3%
	T Total		**86**	**84**	**170**	**50.6%**	**49.4%**
ASM Total			**305**	**290**	**595**	**51.3%**	**48.7%**
MSA Total (too few tests for vehicle type and model year breakout)			**14**	**13**	**27**	**51.9%**	**48.1%**
LMD Diesel Total (too few tests for vehicle type and model year breakout)			**16**	**13**	**29**	**55.2%**	**44.8%**
Grand Total			**2,248**	**5,483**	**7,731**	**29.1%**	**70.9%**

(a) (2) (v). Waivers Issued					
Model Year	**Passenger Car (P)**	**Truck (T)**	**Total # of Waivers**	**# of Failed Vehicles**	**% of Failed Vehicles Receiving Waivers**
1993	1	0	1	570	0.18%
1994	2	0	2	801	0.25%
1995	0	1	1	1092	0.09%
1996	2	1	3	1780	0.17%
1997	2	1	3	2796	0.11%
1998	1	1	2	3448	0.06%
1999	4	3	7	4769	0.15%
2000	11	5	16	6952	0.23%
2001	15	5	20	9274	0.22%
2002	10	10	20	7924	0.25%
2003	7	10	17	9782	0.17%
2004	5	5	10	7674	0.13%
2005	7	8	15	9549	0.16%
2006	7	8	15	5997	0.25%
2007	4	8	12	6565	0.18%
2008	2	2	4	3764	0.11%
2009	3	1	4	3484	0.11%
2010	0	0	0	1995	0.00%
2011	2	0	2	3142	0.06%
2012	0	0	0	1351	0.00%
2013	0	0	0	3008	0.00%
2014	0	0	0	74	0.00%
Total	85	69	154	95,791	0.16%

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	1993	2,995	360	214	53	267	93	3.1%	25.8%
	1994	3,690	414	265	78	343	71	1.9%	17.1%
	1995	5,592	593	387	96	483	110	2.0%	18.5%
	1996	6,037	986	659	69	728	258	4.3%	26.2%
	1997	9,071	1,551	1,002	103	1,105	446	4.9%	28.8%
	1998	11,119	1,953	1,247	148	1,395	558	5.0%	28.6%
	1999	15,675	2,685	1,773	175	1,948	737	4.7%	27.4%
	2000	24,535	4,084	2,594	298	2,892	1,192	4.9%	29.2%
	2001	26,477	5,310	3,516	315	3,831	1,479	5.6%	27.9%
	2002	19,523	4,433	3,105	276	3,381	1,052	5.4%	23.7%
	2003	36,154	5,109	3,592	262	3,854	1,255	3.5%	24.6%
	2004	22,217	3,592	2,632	224	2,856	736	3.3%	20.5%
	2005	43,750	4,706	3,327	184	3,511	1,195	2.7%	25.4%
	2006	25,895	3,184	2,374	143	2,517	667	2.6%	20.9%
	2007	51,345	3,434	2,590	120	2,710	724	1.4%	21.1%
	2008	26,745	2,036	1,618	86	1,704	332	1.2%	16.3%
	2009	44,984	2,057	1,594	70	1,664	393	0.9%	19.1%
	2010	24,444	1,104	952	20	972	132	0.5%	12.0%
	2011	54,297	1,586	1,266	27	1,293	293	0.5%	18.5%
	2012	18,405	793	719	19	738	55	0.3%	6.9%
	2013	81,697	1,803	1,409	11	1,420	383	0.5%	21.2%
	2014	2,140	37	19	0	19	18	0.8%	48.6%
P Total		**556,787**	**51,810**	**36,854**	**2,777**	**39,631**	**12,179**	**2.2%**	**23.5%**

*** Percent of vehicles tested.**

Table (a) (2)(vi). Vehicles with No Final Pass									
Vehicle Type	Model Year	# of Initial Tests	Fail Initial Test	Pass 1st Retest	Pass 2nd+ Retest	Total # that Pass After Fail	# That do not Pass *	% No Final Pass *	% No Final Pass as % of Fails
T	1993	1,703	210	157	31	188	22	1.3%	10.5%
	1994	3,128	387	292	38	330	57	1.8%	14.7%
	1995	4,290	499	382	50	432	67	1.6%	13.4%
	1996	4,596	794	531	76	607	187	4.1%	23.6%
	1997	7,612	1,245	896	128	1,024	221	2.9%	17.8%
	1998	8,566	1,495	1,075	147	1,222	273	3.2%	18.3%
	1999	12,860	2,084	1,471	177	1,648	436	3.4%	20.9%
	2000	18,608	2,868	1,944	212	2,156	712	3.8%	24.8%
	2001	20,537	3,964	2,774	244	3,018	946	4.6%	23.9%
	2002	17,628	3,491	2,624	313	2,937	554	3.1%	15.9%
	2003	34,277	4,673	3,458	309	3,767	906	2.6%	19.4%
	2004	26,722	4,082	3,149	249	3,398	684	2.6%	16.8%
	2005	45,188	4,843	3,590	247	3,837	1,006	2.2%	20.8%
	2006	24,888	2,813	2,190	182	2,372	441	1.8%	15.7%
	2007	44,305	3,131	2,396	121	2,517	614	1.4%	19.6%
	2008	24,127	1,728	1,467	72	1,539	189	0.8%	10.9%
	2009	30,515	1,427	1,153	35	1,188	239	0.8%	16.7%
	2010	16,173	891	741	29	770	121	0.7%	13.6%
	2011	49,918	1,556	1,284	28	1,312	244	0.5%	15.7%
	2012	13,536	558	546	10	556	2	0.0%	0.4%
	2013	63,582	1,205	943	8	951	254	0.4%	21.1%
	2014	2,090	37	14	0	14	23	1.1%	62.2%
T Total		**474,849**	**43,981**	**33,077**	**2,706**	**35,783**	**8,198**	**1.7%**	**18.6%**
Grand Total		**1,031,636**	**95,791**	**69,931**	**5,483**	**75,414**	**20,377**	**2.0%**	**21.3%**

*** Percent of vehicles tested.**

Table (a) (2)(xi, xii). Passing and Failing OBD Tests (Network Tests) All Fuels					
Vehicle Type	**Model Year**	**Fail OBD**	**Pass OBD**	**Grand Total**	**% Fail**
P	1996	1,155	5,749	6,904	16.7%
	1997	1,787	8,623	10,410	17.2%
	1998	2,273	10,560	12,833	17.7%
	1999	3,075	14,935	18,010	17.1%
	2000	4,687	23,341	28,028	16.7%
	2001	6,013	24,993	31,006	19.4%
	2002	5,088	18,467	23,555	21.6%
	2003	5,647	34,894	40,541	13.9%
	2004	4,008	21,479	25,487	15.7%
	2005	5,069	42,551	47,620	10.6%
	2006	3,454	25,224	28,678	12.0%
	2007	3,656	50,617	54,273	6.7%
	2008	2,163	26,410	28,573	7.6%
	2009	2,170	44,576	46,746	4.6%
	2010	1,143	24,310	25,453	4.5%
	2011	1,620	54,004	55,624	2.9%
	2012	822	18,349	19,171	4.3%
	2013	1,823	81,306	83,129	2.2%
	2014	37	2,122	2,159	1.7%
P Total		**55,690**	**532,510**	**588,200**	**9.5%**
T	1996	852	3,698	4,550	18.7%
	1997	1,347	6,144	7,491	18.0%
	1998	1,711	7,573	9,284	18.4%
	1999	2,237	10,769	13,006	17.2%
	2000	3,027	15,653	18,680	16.2%
	2001	4,252	16,919	21,171	20.1%
	2002	3,806	15,044	18,850	20.2%
	2003	4,944	29,519	34,463	14.3%
	2004	4,336	23,366	27,702	15.7%
	2005	5,037	40,391	45,428	11.1%
	2006	2,949	22,001	24,950	11.8%
	2007	3,254	40,785	44,039	7.4%
	2008	1,787	22,398	24,185	7.4%
	2009	1,443	28,724	30,167	4.8%
	2010	909	15,365	16,274	5.6%
	2011	1,533	46,637	48,170	3.2%
	2012	551	12,604	13,155	4.2%
	2013	1,133	60,062	61,195	1.9%
	2014	34	1,972	2,006	1.7%
T Total		**45,142**	**419,624**	**464,766**	**9.7%**
Grand Total		**100,832**	**952,134**	**1,052,966**	**9.6%**

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On (Network Tests): All Fuels						
Vehicle Type	Model Year	MIL Command On Result (#)				Total
		MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication (Includes Fail DLC)	
P	1996	724	9	6,135	36	6,904
	1997	1,084	2	9,278	46	10,410
	1998	1,430	5	11,364	34	12,833
	1999	1,914	9	16,034	53	18,010
	2000	3,114	8	24,829	77	28,028
	2001	3,320	7	27,596	83	31,006
	2002	2,887	7	20,595	66	23,555
	2003	3,170	2	37,294	75	40,541
	2004	2,183	4	23,220	80	25,487
	2005	2,757	1	44,787	75	47,620
	2006	1,886	1	26,728	63	28,678
	2007	1,965	1	52,227	80	54,273
	2008	1,072	2	27,448	51	28,573
	2009	1,039	2	45,635	70	46,746
	2010	512	3	24,904	34	25,453
	2011	705	6	54,850	63	55,624
	2012	292	6	18,852	21	19,171
	2013	465	5	82,622	37	83,129
	2014	3	0	2,155	1	2,159
P Total		**30,522**	**80**	**556,553**	**1,045**	**588,200**
T	1996	518	0	4,019	13	4,550
	1997	809	0	6,671	11	7,491
	1998	997	1	8,269	17	9,284
	1999	1,352	18	11,628	8	13,006
	2000	1,860	8	16,797	15	18,680
	2001	2,215	3	18,937	16	21,171
	2002	2,061	3	16,758	28	18,850
	2003	2,970	2	31,458	33	34,463
	2004	2,410	2	25,250	40	27,702
	2005	2,732	1	42,647	48	45,428
	2006	1,609	1	23,327	13	24,950
	2007	1,803	7	42,206	23	44,039
	2008	898	2	23,265	20	24,185
	2009	749	2	29,406	10	30,167
	2010	423	1	15,842	8	16,274
	2011	673	1	47,473	23	48,170
	2012	189	1	12,958	7	13,155
	2013	359	4	60,802	30	61,195
	2014	11	0	1,995	0	2,006
T Total		**24,638**	**57**	**439,708**	**363**	**464,766**
Grand Total		**55,160**	**137**	**996,261**	**1,408**	**1,052,966**

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On					
Vehicle Type	Model Year	MIL Command On Result (%)			
		MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication (Includes Fail DLC)
P	1996	10.49%	0.13%	88.86%	0.52%
	1997	10.41%	0.02%	89.13%	0.44%
	1998	11.14%	0.04%	88.55%	0.26%
	1999	10.63%	0.05%	89.03%	0.29%
	2000	11.11%	0.03%	88.59%	0.27%
	2001	10.71%	0.02%	89.00%	0.27%
	2002	12.26%	0.03%	87.43%	0.28%
	2003	7.82%	0.00%	91.99%	0.18%
	2004	8.57%	0.02%	91.11%	0.31%
	2005	5.79%	0.00%	94.05%	0.16%
	2006	6.58%	0.00%	93.20%	0.22%
	2007	3.62%	0.00%	96.23%	0.15%
	2008	3.75%	0.01%	96.06%	0.18%
	2009	2.22%	0.00%	97.62%	0.15%
	2010	2.01%	0.01%	97.84%	0.13%
	2011	1.27%	0.01%	98.61%	0.11%
	2012	1.52%	0.03%	98.34%	0.11%
	2013	0.56%	0.01%	99.39%	0.04%
	2014	0.14%	0.00%	99.81%	0.05%
P Total		**5.19%**	**0.01%**	**94.62%**	**0.18%**
T	1996	11.38%	0.00%	88.33%	0.29%
	1997	10.80%	0.00%	89.05%	0.15%
	1998	10.74%	0.01%	89.07%	0.18%
	1999	10.40%	0.14%	89.40%	0.06%
	2000	9.96%	0.04%	89.92%	0.08%
	2001	10.46%	0.01%	89.45%	0.08%
	2002	10.93%	0.02%	88.90%	0.15%
	2003	8.62%	0.01%	91.28%	0.10%
	2004	8.70%	0.01%	91.15%	0.14%
	2005	6.01%	0.00%	93.88%	0.11%
	2006	6.45%	0.00%	93.49%	0.05%
	2007	4.09%	0.02%	95.84%	0.05%
	2008	3.71%	0.01%	96.20%	0.08%
	2009	2.48%	0.01%	97.48%	0.03%
	2010	2.60%	0.01%	97.35%	0.05%
	2011	1.40%	0.00%	98.55%	0.05%
	2012	1.44%	0.01%	98.50%	0.05%
	2013	0.59%	0.01%	99.36%	0.05%
	2014	0.55%	0.00%	99.45%	0.00%
T Total		**5.30%**	**0.01%**	**94.61%**	**0.08%**
Grand Total		**5.24%**	**0.01%**	**94.61%**	**0.13%**

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	478	1,182	5,208	6,904	6.9%
	1997	867	584	8,913	10,410	8.3%
	1998	1,081	740	10,978	12,833	8.4%
	1999	1,466	146	16,345	18,010	8.1%
	2000	1,956	301	25,694	28,028	7.0%
	2001	3,340	315	27,268	31,006	10.8%
	2002	2,786	2	20,701	23,555	11.8%
	2003	3,043	1,563	35,860	40,541	7.5%
	2004	2,253	0	23,154	25,487	8.8%
	2005	2,749	0	44,796	47,620	5.8%
	2006	1,844	0	26,771	28,678	6.4%
	2007	1,927	0	52,266	54,273	3.6%
	2008	1,192	0	27,330	28,573	4.2%
	2009	1,209	0	45,467	46,746	2.6%
	2010	677	0	24,742	25,453	2.7%
	2011	927	0	54,634	55,624	1.7%
	2012	552	0	18,598	19,171	2.9%
	2013	1,362	229	81,501	83,129	1.6%
	2014	33	0	2,125	2,159	1.5%
P Total		**29,742**	**5,062**	**552,351**	**588,200**	**5.1%**
T	1996	359	311	3,867	4,550	7.9%
	1997	573	321	6,586	7,491	7.6%
	1998	801	290	8,176	9,284	8.6%
	1999	1,118	188	11,692	13,006	8.6%
	2000	1,396	12	17,257	18,680	7.5%
	2001	2,489	1,082	17,584	21,171	11.8%
	2002	2,162	146	16,514	18,850	11.5%
	2003	2,437	3,481	28,512	34,463	7.1%
	2004	2,403	7	25,252	27,702	8.7%
	2005	2,833	153	42,394	45,428	6.2%
	2006	1,677	11	23,249	24,950	6.7%
	2007	1,743	4	42,269	44,039	4.0%
	2008	1,014	0	23,151	24,185	4.2%
	2009	783	0	29,374	30,167	2.6%
	2010	572	0	15,694	16,274	3.5%
	2011	900	14	47,233	48,170	1.9%
	2012	384	0	12,764	13,155	2.9%
	2013	775	0	60,390	61,195	1.3%
	2014	22	0	1,984	2,006	1.1%
T Total		**24,441**	**6,020**	**433,942**	**464,766**	**5.3%**
Grand Total		**54,183**	**11,082**	**986,293**	**1,052,966**	**5.1%**

** Total includes no communication

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000014	1993	1	7	8	12.50%
	1994		3	3	0.00%
	1995	2	5	7	28.57%
	1996	1	4	5	20.00%
	1997	5	15	20	25.00%
	1998	2	13	15	13.33%
	1999	5	16	21	23.81%
	2000	10	40	50	20.00%
	2001	4	44	48	8.33%
	2002	7	24	31	22.58%
	2003	7	58	65	10.77%
	2004	7	48	55	12.73%
	2005	5	63	68	7.35%
	2006	3	34	37	8.11%
	2007	3	87	90	3.33%
	2008	2	42	44	4.55%
	2009	6	83	89	6.74%
	2010	3	40	43	6.98%
	2011	6	158	164	3.66%
	2012	2	30	32	6.25%
	2013	6	228	234	2.56%
	2014	1	6	7	14.29%
ST0000014 Total		88	1048	1136	7.75%
ST0000020	1993	7	20	27	25.93%
	1994	8	30	38	21.05%
	1995	5	41	46	10.87%
	1996	10	58	68	14.71%
	1997	14	91	105	13.33%
	1998	17	80	97	17.53%
	1999	28	135	163	17.18%
	2000	43	189	232	18.53%
	2001	55	212	267	20.60%
	2002	48	182	230	20.87%
	2003	62	356	418	14.83%
	2004	45	266	311	14.47%
	2005	54	482	536	10.07%
	2006	40	299	339	11.80%
	2007	36	493	529	6.81%
	2008	28	322	350	8.00%
	2009	24	409	433	5.54%
	2010	19	295	314	6.05%
	2011	31	569	600	5.17%
	2012	10	255	265	3.77%
	2013	26	1013	1039	2.50%
	2014	1	20	21	4.76%
ST0000020 Total		611	5817	6428	9.51%
	1993	6	17	23	26.09%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000023	1994	3	30	33	9.09%
	1995	10	52	62	16.13%
	1996	17	54	71	23.94%
	1997	16	71	87	18.39%
	1998	24	97	121	19.83%
	1999	31	157	188	16.49%
	2000	39	209	248	15.73%
	2001	56	214	270	20.74%
	2002	53	149	202	26.24%
	2003	60	345	405	14.81%
	2004	44	216	260	16.92%
	2005	65	414	479	13.57%
	2006	33	193	226	14.60%
	2007	45	392	437	10.30%
	2008	18	181	199	9.05%
	2009	17	319	336	5.06%
	2010	15	151	166	9.04%
	2011	12	419	431	2.78%
	2012	7	129	136	5.15%
	2013	16	627	643	2.49%
	2014		11	11	0.00%
ST0000023 Total		587	4447	5034	11.66%
ST0000034	1993	2	21	23	8.70%
	1994	2	35	37	5.41%
	1995	7	45	52	13.46%
	1996	4	52	56	7.14%
	1997	5	49	54	9.26%
	1998	8	70	78	10.26%
	1999	8	83	91	8.79%
	2000	18	129	147	12.24%
	2001	24	126	150	16.00%
	2002	22	94	116	18.97%
	2003	31	263	294	10.54%
	2004	16	140	156	10.26%
	2005	29	300	329	8.81%
	2006	9	135	144	6.25%
	2007	19	358	377	5.04%
	2008	7	177	184	3.80%
	2009	14	326	340	4.12%
	2010	10	153	163	6.13%
	2011	14	542	556	2.52%
	2012	8	148	156	5.13%
	2013	14	743	757	1.85%
	2014		22	22	0.00%
ST0000034 Total		271	4011	4282	6.33%
	1993		8	8	0.00%
	1994		4	4	0.00%
	1995	2	7	9	22.22%
	1996	4	11	15	26.67%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000036	1997	3	12	15	20.00%
	1998	8	10	18	44.44%
	1999	5	21	26	19.23%
	2000	13	47	60	21.67%
	2001	7	28	35	20.00%
	2002	8	20	28	28.57%
	2003	14	50	64	21.88%
	2004	8	39	47	17.02%
	2005	12	73	85	14.12%
	2006	6	38	44	13.64%
	2007	6	82	88	6.82%
	2008	4	28	32	12.50%
	2009	5	67	72	6.94%
	2010	2	45	47	4.26%
	2011	6	133	139	4.32%
	2012	4	62	66	6.06%
	2013	13	281	294	4.42%
ST0000036 Total		130	1066	1196	10.87%
ST0000107	1993	2	24	26	7.69%
	1994	6	42	48	12.50%
	1995	11	51	62	17.74%
	1996	15	48	63	23.81%
	1997	21	61	82	25.61%
	1998	15	84	99	15.15%
	1999	30	134	164	18.29%
	2000	33	201	234	14.10%
	2001	45	207	252	17.86%
	2002	47	193	240	19.58%
	2003	57	368	425	13.41%
	2004	51	285	336	15.18%
	2005	53	476	529	10.02%
	2006	46	302	348	13.22%
	2007	46	461	507	9.07%
	2008	19	285	304	6.25%
	2009	28	358	386	7.25%
	2010	9	242	251	3.59%
	2011	26	561	587	4.43%
	2012	4	162	166	2.41%
	2013	19	769	788	2.41%
	2014	1	35	36	2.78%
ST0000107 Total		584	5349	5933	9.84%
	1993		21	21	0.00%
	1994	2	31	33	6.06%
	1995	10	52	62	16.13%
	1996	6	50	56	10.71%
	1997	4	67	71	5.63%
	1998	14	93	107	13.08%
	1999	17	114	131	12.98%
	2000	23	161	184	12.50%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000112	2001	46	203	249	18.47%
	2002	28	126	154	18.18%
	2003	37	285	322	11.49%
	2004	24	194	218	11.01%
	2005	32	376	408	7.84%
	2006	16	212	228	7.02%
	2007	25	370	395	6.33%
	2008	15	213	228	6.58%
	2009	11	323	334	3.29%
	2010	9	166	175	5.14%
	2011	7	447	454	1.54%
	2012	6	133	139	4.32%
	2013	9	621	630	1.43%
	2014	1	23	24	4.17%
ST0000112 Total		342	4281	4623	7.40%
ST0000132	1993	2	11	13	15.38%
	1994	1	12	13	7.69%
	1995	7	20	27	25.93%
	1996	1	26	27	3.70%
	1997	2	25	27	7.41%
	1998	2	47	49	4.08%
	1999	9	65	74	12.16%
	2000	12	105	117	10.26%
	2001	25	121	146	17.12%
	2002	12	89	101	11.88%
	2003	22	189	211	10.43%
	2004	9	108	117	7.69%
	2005	21	229	250	8.40%
	2006	19	146	165	11.52%
	2007	18	385	403	4.47%
	2008	6	171	177	3.39%
	2009	9	320	329	2.74%
	2010	7	159	166	4.22%
	2011	9	394	403	2.23%
	2012	7	124	131	5.34%
	2013	20	684	704	2.84%
	2014		11	11	0.00%
ST0000132 Total		220	3441	3661	6.01%
ST0000171	1993	3	9	12	25.00%
	1994	2	18	20	10.00%
	1995	6	21	27	22.22%
	1996	7	31	38	18.42%
	1997	5	35	40	12.50%
	1998	6	42	48	12.50%
	1999	9	98	107	8.41%
	2000	19	131	150	12.67%
	2001	17	135	152	11.18%
	2002	13	90	103	12.62%
	2003	31	244	275	11.27%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
[illegible]	2004	16	152	168	9.52%
	2005	22	354	376	5.85%
	2006	19	185	204	9.31%
	2007	23	461	484	4.75%
	2008	12	191	203	5.91%
	2009	12	397	409	2.93%
	2010	7	182	189	3.70%
	2011	19	701	720	2.64%
	2012	4	131	135	2.96%
	2013	13	850	863	1.51%
	2014		38	38	0.00%
ST0000171 Total		265	4496	4761	5.57%
ST0000193	1993	3	36	39	7.69%
	1994	5	54	59	8.47%
	1995	8	65	73	10.96%
	1996	5	62	67	7.46%
	1997	10	78	88	11.36%
	1998	16	121	137	11.68%
	1999	28	153	181	15.47%
	2000	35	242	277	12.64%
	2001	42	297	339	12.39%
	2002	34	179	213	15.96%
	2003	72	431	503	14.31%
	2004	32	275	307	10.42%
	2005	64	552	616	10.39%
	2006	44	324	368	11.96%
	2007	48	614	662	7.25%
	2008	28	334	362	7.73%
	2009	28	564	592	4.73%
	2010	20	251	271	7.38%
	2011	25	815	840	2.98%
	2012	18	226	244	7.38%
	2013	22	1268	1290	1.71%
	2014		40	40	0.00%
ST0000193 Total		587	6981	7568	7.76%
ST0000229	1993		2	2	0.00%
	1995		6	6	0.00%
	1996	1	3	4	25.00%
	1997		4	4	0.00%
	1998	1	3	4	25.00%
	1999	2	22	24	8.33%
	2000	6	23	29	20.69%
	2001	2	22	24	8.33%
	2002	3	15	18	16.67%
	2003	10	47	57	17.54%
	2004	5	24	29	17.24%
	2005	6	68	74	8.11%
	2006	2	27	29	6.90%
	2007	1	107	108	0.93%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2008	4	50	54	7.41%
	2009	2	73	75	2.67%
	2010	4	54	58	6.90%
	2011	6	125	131	4.58%
	2012	2	39	41	4.88%
	2013	6	177	183	3.28%
	2014	1	9	10	10.00%
ST0000229 Total		64	900	964	6.64%
	1993	1	20	21	4.76%
	1994	1	16	17	5.88%
	1995	3	30	33	9.09%
	1996	13	53	66	19.70%
	1997	12	86	98	12.24%
	1998	21	107	128	16.41%
	1999	28	127	155	18.06%
	2000	36	207	243	14.81%
	2001	55	244	299	18.39%
	2002	39	161	200	19.50%
ST0000326	2003	49	346	395	12.41%
	2004	39	231	270	14.44%
	2005	63	466	529	11.91%
	2006	30	286	316	9.49%
	2007	35	469	504	6.94%
	2008	11	230	241	4.56%
	2009	16	373	389	4.11%
	2010	8	222	230	3.48%
	2011	10	522	532	1.88%
	2012	7	150	157	4.46%
	2013	6	724	730	0.82%
	2014		23	23	0.00%
ST0000326 Total		483	5093	5576	8.66%
	1993		16	16	0.00%
	1994	4	30	34	11.76%
	1995	11	43	54	20.37%
	1996	9	46	55	16.36%
	1997	16	56	72	22.22%
	1998	14	76	90	15.56%
	1999	16	102	118	13.56%
	2000	38	177	215	17.67%
	2001	54	187	241	22.41%
	2002	41	157	198	20.71%
ST0000329	2003	58	306	364	15.93%
	2004	36	200	236	15.25%
	2005	51	428	479	10.65%
	2006	38	251	289	13.15%
	2007	34	516	550	6.18%
	2008	20	286	306	6.54%
	2009	8	412	420	1.90%
	2010	9	228	237	3.80%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2011	28	579	607	4.61%
	2012	8	180	188	4.26%
	2013	9	815	824	1.09%
	2014		24	24	0.00%
ST0000329 Total		502	5115	5617	8.94%
ST0000359	1993	1	32	33	3.03%
	1994	4	33	37	10.81%
	1995	10	63	73	13.70%
	1996	8	64	72	11.11%
	1997	12	79	91	13.19%
	1998	18	102	120	15.00%
	1999	20	166	186	10.75%
	2000	31	218	249	12.45%
	2001	41	248	289	14.19%
	2002	30	167	197	15.23%
	2003	39	365	404	9.65%
	2004	41	267	308	13.31%
	2005	32	495	527	6.07%
	2006	21	287	308	6.82%
	2007	30	580	610	4.92%
	2008	15	236	251	5.98%
	2009	19	446	465	4.09%
	2010	5	232	237	2.11%
	2011	10	590	600	1.67%
	2012	3	146	149	2.01%
	2013	11	830	841	1.31%
	2014		19	19	0.00%
ST0000359 Total		401	5665	6066	6.61%
ST0000386	1993	7	40	47	14.89%
	1994	5	46	51	9.80%
	1995	16	122	138	11.59%
	1996	26	132	158	16.46%
	1997	48	220	268	17.91%
	1998	49	250	299	16.39%
	1999	83	378	461	18.00%
	2000	79	547	626	12.62%
	2001	131	518	649	20.18%
	2002	96	412	508	18.90%
	2003	142	988	1130	12.57%
	2004	105	540	645	16.28%
	2005	103	1145	1248	8.25%
	2006	72	572	644	11.18%
	2007	74	1240	1314	5.63%
	2008	46	580	626	7.35%
	2009	31	986	1017	3.05%
	2010	32	390	422	7.58%
	2011	36	1269	1305	2.76%
	2012	12	311	323	3.72%
	2013	26	1652	1678	1.55%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2014	1	44	45	2.22%
ST0000386 Total		1220	12382	13602	8.97%
ST0000412	1993	2	37	39	5.13%
	1994	14	49	63	22.22%
	1995	9	70	79	11.39%
	1996	16	62	78	20.51%
	1997	23	103	126	18.25%
	1998	26	110	136	19.12%
	1999	19	142	161	11.80%
	2000	40	195	235	17.02%
	2001	53	232	285	18.60%
	2002	33	175	208	15.87%
	2003	52	291	343	15.16%
	2004	38	221	259	14.67%
	2005	48	369	417	11.51%
	2006	38	222	260	14.62%
	2007	27	389	416	6.49%
	2008	17	206	223	7.62%
	2009	16	312	328	4.88%
	2010	9	151	160	5.63%
	2011	11	455	466	2.36%
	2012	4	98	102	3.92%
	2013	11	615	626	1.76%
	2014		21	21	0.00%
ST0000412 Total		506	4525	5031	10.06%
ST0000434	1993	3	25	28	10.71%
	1994	6	28	34	17.65%
	1995	3	41	44	6.82%
	1996	7	48	55	12.73%
	1997	9	69	78	11.54%
	1998	10	90	100	10.00%
	1999	22	150	172	12.79%
	2000	19	210	229	8.30%
	2001	42	283	325	12.92%
	2002	20	183	203	9.85%
	2003	46	474	520	8.85%
	2004	52	326	378	13.76%
	2005	50	665	715	6.99%
	2006	30	337	367	8.17%
	2007	48	811	859	5.59%
	2008	16	396	412	3.88%
	2009	22	672	694	3.17%
	2010	10	370	380	2.63%
	2011	22	1045	1067	2.06%
	2012	13	273	286	4.55%
	2013	30	1488	1518	1.98%
	2014		50	50	0.00%
ST0000434 Total		480	8034	8514	5.64%
	1993	3	25	28	10.71%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000469	1994	5	40	45	11.11%
	1995	13	56	69	18.84%
	1996	7	72	79	8.86%
	1997	20	114	134	14.93%
	1998	8	98	106	7.55%
	1999	32	182	214	14.95%
	2000	39	248	287	13.59%
	2001	44	291	335	13.13%
	2002	38	195	233	16.31%
	2003	31	404	435	7.13%
	2004	32	242	274	11.68%
	2005	35	504	539	6.49%
	2006	25	217	242	10.33%
	2007	23	462	485	4.74%
	2008	13	215	228	5.70%
	2009	7	354	361	1.94%
	2010	9	167	176	5.11%
	2011	13	585	598	2.17%
	2012	6	125	131	4.58%
	2013	13	718	731	1.78%
	2014		21	21	0.00%
ST0000469 Total		416	5335	5751	7.23%
ST0000493	1993	1	8	9	11.11%
	1994	3	14	17	17.65%
	1995	2	15	17	11.76%
	1996	3	17	20	15.00%
	1997	2	34	36	5.56%
	1998	9	40	49	18.37%
	1999	7	57	64	10.94%
	2000	8	66	74	10.81%
	2001	18	99	117	15.38%
	2002	12	66	78	15.38%
	2003	10	150	160	6.25%
	2004	11	87	98	11.22%
	2005	12	204	216	5.56%
	2006	4	105	109	3.67%
	2007	19	267	286	6.64%
	2008	4	123	127	3.15%
	2009	5	195	200	2.50%
	2010	3	95	98	3.06%
	2011	8	323	331	2.42%
	2012	5	88	93	5.38%
	2013	5	477	482	1.04%
	2014		19	19	0.00%
ST0000493 Total		151	2549	2700	5.59%
	1993	3	21	24	12.50%
	1994	4	35	39	10.26%
	1995	5	34	39	12.82%
	1996	8	39	47	17.02%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000516	1997	6	62	68	8.82%
	1998	17	73	90	18.89%
	1999	9	100	109	8.26%
	2000	23	168	191	12.04%
	2001	33	197	230	14.35%
	2002	18	124	142	12.68%
	2003	35	284	319	10.97%
	2004	24	155	179	13.41%
	2005	28	384	412	6.80%
	2006	18	193	211	8.53%
	2007	28	494	522	5.36%
	2008	6	204	210	2.86%
	2009	13	398	411	3.16%
	2010	6	179	185	3.24%
	2011	12	646	658	1.82%
	2012	3	149	152	1.97%
	2013	17	881	898	1.89%
	2014		39	39	0.00%
ST0000516 Total		316	4859	5175	6.11%
ST0000520	1993	2	19	21	9.52%
	1994	8	36	44	18.18%
	1995	2	26	28	7.14%
	1996	4	31	35	11.43%
	1997	3	49	52	5.77%
	1998	1	41	42	2.38%
	1999	7	89	96	7.29%
	2000	14	108	122	11.48%
	2001	16	145	161	9.94%
	2002	11	79	90	12.22%
	2003	20	220	240	8.33%
	2004	12	139	151	7.95%
	2005	17	321	338	5.03%
	2006	9	123	132	6.82%
	2007	10	346	356	2.81%
	2008	5	151	156	3.21%
	2009	6	271	277	2.17%
	2010	3	107	110	2.73%
	2011	6	379	385	1.56%
	2012	1	77	78	1.28%
	2013	4	517	521	0.77%
	2014		22	22	0.00%
ST0000520 Total		161	3296	3457	4.66%
	1993		18	18	0.00%
	1994	2	15	17	11.76%
	1995	2	19	21	9.52%
	1996	7	26	33	21.21%
	1997	5	42	47	10.64%
	1998	8	54	62	12.90%
	1999	11	117	128	8.59%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000525	2000	24	138	162	14.81%
	2001	27	151	178	15.17%
	2002	29	128	157	18.47%
	2003	38	320	358	10.61%
	2004	28	234	262	10.69%
	2005	46	458	504	9.13%
	2006	26	243	269	9.67%
	2007	35	562	597	5.86%
	2008	17	303	320	5.31%
	2009	27	523	550	4.91%
	2010	16	273	289	5.54%
	2011	29	776	805	3.60%
	2012	12	217	229	5.24%
	2013	26	1093	1119	2.32%
	2014	1	19	20	5.00%
ST0000525 Total		416	5729	6145	6.77%
ST0000557	1993	2	18	20	10.00%
	1994	3	29	32	9.38%
	1995	5	27	32	15.63%
	1996	2	30	32	6.25%
	1997	8	63	71	11.27%
	1998	13	76	89	14.61%
	1999	17	99	116	14.66%
	2000	20	182	202	9.90%
	2001	37	168	205	18.05%
	2002	18	92	110	16.36%
	2003	24	263	287	8.36%
	2004	21	121	142	14.79%
	2005	21	325	346	6.07%
	2006	15	149	164	9.15%
	2007	18	371	389	4.63%
	2008	8	162	170	4.71%
	2009	11	290	301	3.65%
	2010	6	119	125	4.80%
	2011	12	422	434	2.76%
	2012	4	103	107	3.74%
	2013	11	542	553	1.99%
	2014		18	18	0.00%
ST0000557 Total		276	3669	3945	7.00%
	1993	18	45	63	28.57%
	1994	9	72	81	11.11%
	1995	16	89	105	15.24%
	1996	22	120	142	15.49%
	1997	30	203	233	12.88%
	1998	62	200	262	23.66%
	1999	54	281	335	16.12%
	2000	79	415	494	15.99%
	2001	95	449	544	17.46%
	2002	74	363	437	16.93%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000581	2003	84	680	764	10.99%
	2004	86	479	565	15.22%
	2005	99	849	948	10.44%
	2006	68	480	548	12.41%
	2007	70	987	1057	6.62%
	2008	42	532	574	7.32%
	2009	30	736	766	3.92%
	2010	20	396	416	4.81%
	2011	21	823	844	2.49%
	2012	15	281	296	5.07%
	2013	43	1273	1316	3.27%
	2014	1	33	34	2.94%
ST0000581 Total		1038	9786	10824	9.59%
ST0000616	1993		4	4	0.00%
	1994	2	9	11	18.18%
	1995		16	16	0.00%
	1996	2	22	24	8.33%
	1997	5	35	40	12.50%
	1998	9	43	52	17.31%
	1999	9	75	84	10.71%
	2000	19	127	146	13.01%
	2001	22	117	139	15.83%
	2002	20	81	101	19.80%
	2003	22	204	226	9.73%
	2004	21	122	143	14.69%
	2005	34	289	323	10.53%
	2006	11	153	164	6.71%
	2007	29	397	426	6.81%
	2008	6	196	202	2.97%
	2009	7	331	338	2.07%
	2010	4	178	182	2.20%
	2011	8	383	391	2.05%
	2012	5	148	153	3.27%
	2013	13	698	711	1.83%
	2014	1	22	23	4.35%
ST0000616 Total		249	3650	3899	6.39%
ST0000648	1993	4	14	18	22.22%
	1994	4	30	34	11.76%
	1995		29	29	0.00%
	1996	5	25	30	16.67%
	1997	9	48	57	15.79%
	1998	10	62	72	13.89%
	1999	15	88	103	14.56%
	2000	26	131	157	16.56%
	2001	26	143	169	15.38%
	2002	25	98	123	20.33%
	2003	35	228	263	13.31%
	2004	16	118	134	11.94%
	2005	19	276	295	6.44%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2006	8	162	170	4.71%
	2007	11	281	292	3.77%
	2008	6	111	117	5.13%
	2009	8	250	258	3.10%
	2010	5	114	119	4.20%
	2011	10	379	389	2.57%
	2012	1	73	74	1.35%
	2013	2	476	478	0.42%
	2014		17	17	0.00%
ST0000648 Total		245	3153	3398	7.21%
	1993	2	9	11	18.18%
	1994	3	19	22	13.64%
	1995	3	24	27	11.11%
	1996	19	46	65	29.23%
	1997	26	63	89	29.21%
	1998	29	85	114	25.44%
	1999	40	107	147	27.21%
	2000	69	200	269	25.65%
	2001	65	182	247	26.32%
	2002	82	167	249	32.93%
ST0000697	2003	69	260	329	20.97%
	2004	51	190	241	21.16%
	2005	54	341	395	13.67%
	2006	33	197	230	14.35%
	2007	34	336	370	9.19%
	2008	21	197	218	9.63%
	2009	17	272	289	5.88%
	2010	9	163	172	5.23%
	2011	6	298	304	1.97%
	2012	5	123	128	3.91%
	2013	7	483	490	1.43%
	2014		3	3	0.00%
ST0000697 Total		644	3765	4409	14.61%
	1993	19	68	87	21.84%
	1994	21	88	109	19.27%
	1995	26	130	156	16.67%
	1996	49	131	180	27.22%
	1997	63	196	259	24.32%
	1998	86	206	292	29.45%
	1999	79	305	384	20.57%
	2000	137	499	636	21.54%
	2001	141	471	612	23.04%
	2002	143	391	534	26.78%
ST0000725	2003	142	657	799	17.77%
	2004	117	491	608	19.24%
	2005	126	754	880	14.32%
	2006	64	422	486	13.17%
	2007	69	735	804	8.58%
	2008	39	397	436	8.94%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2009	34	521	555	6.13%
	2010	21	295	316	6.65%
	2011	15	621	636	2.36%
	2012	17	202	219	7.76%
	2013	18	899	917	1.96%
	2014		18	18	0.00%
ST0000725 Total		1426	8497	9923	14.37%
	1993	1	4	5	20.00%
	1994		15	15	0.00%
	1995		13	13	0.00%
	1996	4	17	21	19.05%
	1997	3	24	27	11.11%
	1998	7	34	41	17.07%
	1999	6	40	46	13.04%
	2000	6	39	45	13.33%
	2001	6	27	33	18.18%
	2002	6	59	65	9.23%
ST0000776	2003	10	86	96	10.42%
	2004	4	50	54	7.41%
	2005	12	108	120	10.00%
	2006	6	60	66	9.09%
	2007	7	129	136	5.15%
	2008	4	72	76	5.26%
	2009	5	93	98	5.10%
	2010	4	55	59	6.78%
	2011	4	135	139	2.88%
	2012	3	45	48	6.25%
	2013	8	189	197	4.06%
ST0000776 Total		106	1294	1400	7.57%
	1993	2	29	31	6.45%
	1994	6	44	50	12.00%
	1995	11	77	88	12.50%
	1996	15	52	67	22.39%
	1997	27	91	118	22.88%
	1998	26	123	149	17.45%
	1999	33	149	182	18.13%
	2000	59	259	318	18.55%
	2001	52	256	308	16.88%
	2002	48	200	248	19.35%
ST0000790	2003	74	409	483	15.32%
	2004	55	266	321	17.13%
	2005	49	458	507	9.66%
	2006	28	252	280	10.00%
	2007	34	466	500	6.80%
	2008	19	226	245	7.76%
	2009	23	338	361	6.37%
	2010	6	165	171	3.51%
	2011	20	423	443	4.51%
	2012	9	123	132	6.82%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	9	522	531	1.69%
	2014		19	19	0.00%
ST0000790 Total		605	4947	5552	10.90%
ST0000963	1993		8	8	0.00%
	1994	1	20	21	4.76%
	1995	4	20	24	16.67%
	1996	9	41	50	18.00%
	1997	16	67	83	19.28%
	1998	13	84	97	13.40%
	1999	26	117	143	18.18%
	2000	30	165	195	15.38%
	2001	50	221	271	18.45%
	2002	36	181	217	16.59%
	2003	52	348	400	13.00%
	2004	34	246	280	12.14%
	2005	63	479	542	11.62%
	2006	29	310	339	8.55%
	2007	29	564	593	4.89%
	2008	18	321	339	5.31%
	2009	18	455	473	3.81%
	2010	9	267	276	3.26%
	2011	19	652	671	2.83%
	2012	12	246	258	4.65%
	2013	18	1031	1049	1.72%
	2014		27	27	0.00%
ST0000963 Total		486	5870	6356	7.65%
ST0000969	1993	1	7	8	12.50%
	1994		4	4	0.00%
	1995	1	9	10	10.00%
	1996	3	22	25	12.00%
	1997	6	26	32	18.75%
	1998	6	36	42	14.29%
	1999	6	44	50	12.00%
	2000	10	57	67	14.93%
	2001	17	84	101	16.83%
	2002	16	48	64	25.00%
	2003	16	101	117	13.68%
	2004	12	79	91	13.19%
	2005	20	137	157	12.74%
	2006	14	83	97	14.43%
	2007	10	113	123	8.13%
	2008	5	77	82	6.10%
	2009	6	87	93	6.45%
	2010	4	59	63	6.35%
	2011	5	114	119	4.20%
	2012	4	56	60	6.67%
	2013	4	216	220	1.82%
	2014		10	10	0.00%
ST0000969 Total		166	1469	1635	10.15%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000972	1993	5	28	33	15.15%
	1994	9	44	53	16.98%
	1995	4	64	68	5.88%
	1996	10	62	72	13.89%
	1997	19	108	127	14.96%
	1998	18	146	164	10.98%
	1999	26	172	198	13.13%
	2000	48	278	326	14.72%
	2001	55	294	349	15.76%
	2002	44	248	292	15.07%
	2003	55	467	522	10.54%
	2004	56	326	382	14.66%
	2005	63	580	643	9.80%
	2006	37	344	381	9.71%
	2007	40	648	688	5.81%
	2008	41	411	452	9.07%
	2009	21	495	516	4.07%
	2010	15	326	341	4.40%
	2011	27	690	717	3.77%
	2012	16	321	337	4.75%
	2013	23	937	960	2.40%
	2014		29	29	0.00%
ST0000972 Total		632	7018	7650	8.26%
ST0000986	1993	8	24	32	25.00%
	1994	10	56	66	15.15%
	1995	9	70	79	11.39%
	1996	6	38	44	13.64%
	1997	8	71	79	10.13%
	1998	11	75	86	12.79%
	1999	21	138	159	13.21%
	2000	30	218	248	12.10%
	2001	51	231	282	18.09%
	2002	28	163	191	14.66%
	2003	39	348	387	10.08%
	2004	38	251	289	13.15%
	2005	38	492	530	7.17%
	2006	25	250	275	9.09%
	2007	33	535	568	5.81%
	2008	15	266	281	5.34%
	2009	22	409	431	5.10%
	2010	6	203	209	2.87%
	2011	22	616	638	3.45%
	2012	9	221	230	3.91%
	2013	25	962	987	2.53%
	2014	1	24	25	4.00%
ST0000986 Total		455	5661	6116	7.44%
	1993	1	11	12	8.33%
	1994	3	23	26	11.54%
	1995	1	50	51	1.96%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000994	1996	5	41	46	10.87%
	1997	11	70	81	13.58%
	1998	16	77	93	17.20%
	1999	10	107	117	8.55%
	2000	22	164	186	11.83%
	2001	30	181	211	14.22%
	2002	34	129	163	20.86%
	2003	37	262	299	12.37%
	2004	31	179	210	14.76%
	2005	38	363	401	9.48%
	2006	23	159	182	12.64%
	2007	18	382	400	4.50%
	2008	12	183	195	6.15%
	2009	13	311	324	4.01%
	2010	3	134	137	2.19%
	2011	10	431	441	2.27%
	2012	2	94	96	2.08%
	2013	11	632	643	1.71%
	2014		12	12	0.00%
ST0000994 Total		331	3995	4326	7.65%
ST0001010	1993	8	27	35	22.86%
	1994	8	40	48	16.67%
	1995	11	50	61	18.03%
	1996	12	68	80	15.00%
	1997	17	75	92	18.48%
	1998	13	115	128	10.16%
	1999	27	143	170	15.88%
	2000	33	217	250	13.20%
	2001	46	232	278	16.55%
	2002	41	224	265	15.47%
	2003	51	337	388	13.14%
	2004	26	287	313	8.31%
	2005	46	450	496	9.27%
	2006	35	256	291	12.03%
	2007	30	410	440	6.82%
	2008	21	230	251	8.37%
	2009	15	280	295	5.08%
	2010	13	174	187	6.95%
	2011	6	362	368	1.63%
	2012	2	108	110	1.82%
	2013	9	479	488	1.84%
	2014		21	21	0.00%
ST0001010 Total		470	4585	5055	9.30%
	1993	4	40	44	9.09%
	1994	6	50	56	10.71%
	1995	7	74	81	8.64%
	1996	15	75	90	16.67%
	1997	19	124	143	13.29%
	1998	28	132	160	17.50%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001056	1999	16	225	241	6.64%
	2000	35	278	313	11.18%
	2001	46	333	379	12.14%
	2002	38	192	230	16.52%
	2003	54	518	572	9.44%
	2004	50	324	374	13.37%
	2005	55	707	762	7.22%
	2006	25	334	359	6.96%
	2007	37	716	753	4.91%
	2008	29	327	356	8.15%
	2009	18	604	622	2.89%
	2010	11	244	255	4.31%
	2011	14	787	801	1.75%
	2012	6	217	223	2.69%
	2013	26	1289	1315	1.98%
	2014		37	37	0.00%
ST0001056 Total		539	7627	8166	6.60%
ST0001095	1993	6	26	32	18.75%
	1994	9	34	43	20.93%
	1995	4	57	61	6.56%
	1996	15	59	74	20.27%
	1997	29	122	151	19.21%
	1998	28	120	148	18.92%
	1999	33	198	231	14.29%
	2000	62	262	324	19.14%
	2001	98	321	419	23.39%
	2002	78	302	380	20.53%
	2003	92	458	550	16.73%
	2004	72	467	539	13.36%
	2005	69	685	754	9.15%
	2006	63	460	523	12.05%
	2007	60	682	742	8.09%
	2008	29	417	446	6.50%
	2009	25	506	531	4.71%
	2010	22	347	369	5.96%
	2011	28	594	622	4.50%
	2012	18	246	264	6.82%
	2013	21	863	884	2.38%
	2014	2	22	24	8.33%
ST0001095 Total		863	7248	8111	10.64%
	1993	8	62	70	11.43%
	1994	10	71	81	12.35%
	1995	19	110	129	14.73%
	1996	22	134	156	14.10%
	1997	44	206	250	17.60%
	1998	59	226	285	20.70%
	1999	85	308	393	21.63%
	2000	120	441	561	21.39%
	2001	127	488	615	20.65%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001193	2002	134	427	561	23.89%
	2003	165	732	897	18.39%
	2004	115	509	624	18.43%
	2005	132	843	975	13.54%
	2006	84	529	613	13.70%
	2007	74	817	891	8.31%
	2008	46	438	484	9.50%
	2009	44	566	610	7.21%
	2010	18	291	309	5.83%
	2011	24	677	701	3.42%
	2012	15	272	287	5.23%
	2013	15	897	912	1.64%
	2014		21	21	0.00%
ST0001193 Total		1360	9065	10425	13.05%
ST0001216	1993	4	40	44	9.09%
	1994	12	63	75	16.00%
	1995	12	80	92	13.04%
	1996	19	90	109	17.43%
	1997	30	138	168	17.86%
	1998	38	150	188	20.21%
	1999	53	226	279	19.00%
	2000	94	376	470	20.00%
	2001	117	422	539	21.71%
	2002	67	259	326	20.55%
	2003	93	598	691	13.46%
	2004	74	375	449	16.48%
	2005	97	795	892	10.87%
	2006	63	424	487	12.94%
	2007	70	881	951	7.36%
	2008	32	439	471	6.79%
	2009	36	708	744	4.84%
	2010	24	421	445	5.39%
	2011	24	936	960	2.50%
	2012	12	273	285	4.21%
	2013	19	1302	1321	1.44%
	2014		32	32	0.00%
ST0001216 Total		990	9028	10018	9.88%
ST0001235	1993	3	19	22	13.64%
	1994	3	26	29	10.34%
	1995	4	50	54	7.41%
	1996	9	47	56	16.07%
	1997	8	58	66	12.12%
	1998	13	68	81	16.05%
	1999	24	133	157	15.29%
	2000	35	218	253	13.83%
	2001	34	216	250	13.60%
	2002	36	184	220	16.36%
	2003	50	404	454	11.01%
	2004	22	254	276	7.97%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2005	40	584	624	6.41%
	2006	27	324	351	7.69%
	2007	38	771	809	4.70%
	2008	21	395	416	5.05%
	2009	22	708	730	3.01%
	2010	8	378	386	2.07%
	2011	26	985	1011	2.57%
	2012	4	285	289	1.38%
	2013	21	1421	1442	1.46%
	2014	1	37	38	2.63%
ST0001235 Total		449	7565	8014	5.60%
	1993	7	59	66	10.61%
	1994	16	70	86	18.60%
	1995	16	88	104	15.38%
	1996	26	105	131	19.85%
	1997	33	143	176	18.75%
	1998	50	178	228	21.93%
	1999	80	257	337	23.74%
	2000	134	408	542	24.72%
	2001	126	403	529	23.82%
	2002	132	372	504	26.19%
ST0001253	2003	153	610	763	20.05%
	2004	103	455	558	18.46%
	2005	134	731	865	15.49%
	2006	66	425	491	13.44%
	2007	44	726	770	5.71%
	2008	42	453	495	8.48%
	2009	29	550	579	5.01%
	2010	17	328	345	4.93%
	2011	21	669	690	3.04%
	2012	7	232	239	2.93%
	2013	31	1002	1033	3.00%
	2014	1	26	27	3.70%
ST0001253 Total		1268	8290	9558	13.27%
	1993	8	54	62	12.90%
	1994	14	70	84	16.67%
	1995	12	95	107	11.21%
	1996	14	89	103	13.59%
	1997	20	121	141	14.18%
	1998	26	172	198	13.13%
	1999	41	248	289	14.19%
	2000	63	357	420	15.00%
	2001	80	382	462	17.32%
	2002	42	278	320	13.13%
ST0001264	2003	80	538	618	12.94%
	2004	64	390	454	14.10%
	2005	78	824	902	8.65%
	2006	48	404	452	10.62%
	2007	52	814	866	6.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2008	33	371	404	8.17%
	2009	27	635	662	4.08%
	2010	7	308	315	2.22%
	2011	30	783	813	3.69%
	2012	8	188	196	4.08%
	2013	28	1150	1178	2.38%
	2014	2	23	25	8.00%
ST0001264 Total		777	8294	9071	8.57%
ST0001267	1993		28	28	0.00%
	1994	6	26	32	18.75%
	1995	15	49	64	23.44%
	1996	9	39	48	18.75%
	1997	13	74	87	14.94%
	1998	8	72	80	10.00%
	1999	10	108	118	8.47%
	2000	17	190	207	8.21%
	2001	27	188	215	12.56%
	2002	28	132	160	17.50%
	2003	32	264	296	10.81%
	2004	27	162	189	14.29%
	2005	36	335	371	9.70%
	2006	23	195	218	10.55%
	2007	18	362	380	4.74%
	2008	10	198	208	4.81%
	2009	9	277	286	3.15%
	2010	10	154	164	6.10%
	2011	10	435	445	2.25%
	2012	4	120	124	3.23%
	2013	14	569	583	2.40%
	2014		16	16	0.00%
ST0001267 Total		326	3993	4319	7.55%
ST0001284	1993	1	7	8	12.50%
	1994	4	23	27	14.81%
	1995	6	26	32	18.75%
	1996	6	43	49	12.24%
	1997	9	34	43	20.93%
	1998	11	56	67	16.42%
	1999	20	96	116	17.24%
	2000	15	142	157	9.55%
	2001	30	149	179	16.76%
	2002	25	97	122	20.49%
	2003	37	244	281	13.17%
	2004	19	126	145	13.10%
	2005	36	313	349	10.32%
	2006	12	160	172	6.98%
	2007	22	407	429	5.13%
	2008	10	139	149	6.71%
	2009	15	348	363	4.13%
	2010	7	146	153	4.58%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2011	13	442	455	2.86%
	2012	3	116	119	2.52%
	2013	10	651	661	1.51%
	2014		20	20	0.00%
ST0001284 Total		311	3785	4096	7.59%
ST0001294	1993	1	4	5	20.00%
	1994	1	9	10	10.00%
	1995		6	6	0.00%
	1996	1	2	3	33.33%
	1997	3	15	18	16.67%
	1998	1	22	23	4.35%
	1999	4	29	33	12.12%
	2000	3	38	41	7.32%
	2001	12	50	62	19.35%
	2002	5	38	43	11.63%
	2003	9	75	84	10.71%
	2004	8	53	61	13.11%
	2005	4	108	112	3.57%
	2006	11	74	85	12.94%
	2007	7	197	204	3.43%
	2008	3	87	90	3.33%
	2009	7	176	183	3.83%
	2010	2	79	81	2.47%
	2011	4	237	241	1.66%
	2012	2	52	54	3.70%
	2013		347	347	0.00%
	2014		10	10	0.00%
ST0001294 Total		88	1708	1796	4.90%
ST0001299	1993	10	37	47	21.28%
	1994	12	44	56	21.43%
	1995	8	72	80	10.00%
	1996	18	91	109	16.51%
	1997	47	126	173	27.17%
	1998	40	149	189	21.16%
	1999	67	215	282	23.76%
	2000	88	297	385	22.86%
	2001	119	324	443	26.86%
	2002	124	330	454	27.31%
	2003	103	471	574	17.94%
	2004	101	386	487	20.74%
	2005	109	481	590	18.47%
	2006	82	369	451	18.18%
	2007	51	484	535	9.53%
	2008	50	349	399	12.53%
	2009	20	317	337	5.93%
	2010	18	201	219	8.22%
	2011	9	297	306	2.94%
	2012	7	140	147	4.76%
	2013	15	365	380	3.95%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2014		5	5	0.00%
ST0001299 Total		1098	5550	6648	16.52%
ST0001363	1993		1	1	0.00%
	1994	3	10	13	23.08%
	1995	1	13	14	7.14%
	1996	5	12	17	29.41%
	1997	1	15	16	6.25%
	1998	7	22	29	24.14%
	1999	18	25	43	41.86%
	2000	15	38	53	28.30%
	2001	12	27	39	30.77%
	2002	17	52	69	24.64%
	2003	13	47	60	21.67%
	2004	15	55	70	21.43%
	2005	12	61	73	16.44%
	2006	8	51	59	13.56%
	2007	8	62	70	11.43%
	2008	3	37	40	7.50%
	2009	3	47	50	6.00%
	2010	3	21	24	12.50%
	2011	3	28	31	9.68%
	2012		17	17	0.00%
	2013	1	51	52	1.92%
ST0001363 Total		148	692	840	17.62%
ST0001371	1993	2	20	22	9.09%
	1994	6	33	39	15.38%
	1995	8	51	59	13.56%
	1996	10	49	59	16.95%
	1997	11	70	81	13.58%
	1998	19	82	101	18.81%
	1999	21	127	148	14.19%
	2000	41	235	276	14.86%
	2001	46	224	270	17.04%
	2002	31	158	189	16.40%
	2003	41	316	357	11.48%
	2004	35	178	213	16.43%
	2005	48	376	424	11.32%
	2006	23	210	233	9.87%
	2007	28	376	404	6.93%
	2008	14	191	205	6.83%
	2009	14	242	256	5.47%
	2010	4	133	137	2.92%
	2011	8	317	325	2.46%
	2012	5	81	86	5.81%
	2013	11	482	493	2.23%
	2014		15	15	0.00%
ST0001371 Total		426	3966	4392	9.70%
	1993	6	29	35	17.14%
	1994	8	39	47	17.02%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001401	1995	13	51	64	20.31%
	1996	23	66	89	25.84%
	1997	48	119	167	28.74%
	1998	61	132	193	31.61%
	1999	88	191	279	31.54%
	2000	118	237	355	33.24%
	2001	142	316	458	31.00%
	2002	128	301	429	29.84%
	2003	112	444	556	20.14%
	2004	112	396	508	22.05%
	2005	115	488	603	19.07%
	2006	78	368	446	17.49%
	2007	66	475	541	12.20%
	2008	44	290	334	13.17%
	2009	27	261	288	9.38%
	2010	20	180	200	10.00%
	2011	13	253	266	4.89%
	2012	16	128	144	11.11%
	2013	12	364	376	3.19%
	2014	1	6	7	14.29%
ST0001401 Total		1251	5134	6385	19.59%
ST0001423	1993	1	10	11	9.09%
	1994	4	15	19	21.05%
	1995	1	16	17	5.88%
	1996	13	44	57	22.81%
	1997	15	61	76	19.74%
	1998	33	81	114	28.95%
	1999	28	97	125	22.40%
	2000	52	145	197	26.40%
	2001	54	141	195	27.69%
	2002	36	135	171	21.05%
	2003	67	237	304	22.04%
	2004	48	201	249	19.28%
	2005	49	287	336	14.58%
	2006	43	205	248	17.34%
	2007	28	292	320	8.75%
	2008	21	211	232	9.05%
	2009	15	212	227	6.61%
	2010	14	148	162	8.64%
	2011	14	267	281	4.98%
	2012	5	165	170	2.94%
	2013	30	510	540	5.56%
	2014	7	74	81	8.64%
ST0001423 Total		578	3554	4132	13.99%
	1993	4	18	22	18.18%
	1994	8	22	30	26.67%
	1995	4	40	44	9.09%
	1996	6	42	48	12.50%
	1997	13	84	97	13.40%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001511	1998	9	76	85	10.59%
	1999	20	113	133	15.04%
	2000	31	164	195	15.90%
	2001	36	172	208	17.31%
	2002	32	136	168	19.05%
	2003	39	332	371	10.51%
	2004	35	181	216	16.20%
	2005	43	375	418	10.29%
	2006	25	172	197	12.69%
	2007	22	418	440	5.00%
	2008	9	189	198	4.55%
	2009	14	315	329	4.26%
	2010	8	143	151	5.30%
	2011	7	368	375	1.87%
	2012	5	104	109	4.59%
	2013	11	562	573	1.92%
	2014		19	19	0.00%
ST0001511 Total		381	4045	4426	8.61%
ST0001519	1993	4	43	47	8.51%
	1994	11	68	79	13.92%
	1995	16	87	103	15.53%
	1996	18	92	110	16.36%
	1997	17	124	141	12.06%
	1998	17	103	120	14.17%
	1999	21	160	181	11.60%
	2000	29	220	249	11.65%
	2001	38	243	281	13.52%
	2002	38	159	197	19.29%
	2003	35	306	341	10.26%
	2004	26	216	242	10.74%
	2005	32	364	396	8.08%
	2006	22	191	213	10.33%
	2007	26	319	345	7.54%
	2008	11	151	162	6.79%
	2009	10	224	234	4.27%
	2010	9	138	147	6.12%
	2011	6	354	360	1.67%
	2012	3	82	85	3.53%
	2013	11	499	510	2.16%
	2014		11	11	0.00%
ST0001519 Total		400	4154	4554	8.78%
	1993	9	31	40	22.50%
	1994	17	55	72	23.61%
	1995	13	80	93	13.98%
	1996	21	60	81	25.93%
	1997	24	108	132	18.18%
	1998	35	138	173	20.23%
	1999	56	173	229	24.45%
	2000	74	276	350	21.14%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001594	2001	81	247	328	24.70%
	2002	67	267	334	20.06%
	2003	96	454	550	17.45%
	2004	65	346	411	15.82%
	2005	71	552	623	11.40%
	2006	46	367	413	11.14%
	2007	50	544	594	8.42%
	2008	25	291	316	7.91%
	2009	15	357	372	4.03%
	2010	14	194	208	6.73%
	2011	19	391	410	4.63%
	2012	13	135	148	8.78%
	2013	13	560	573	2.27%
	2014	1	15	16	6.25%
ST0001594 Total		825	5641	6466	12.76%
ST0001615	1993		6	6	0.00%
	1994	1	6	7	14.29%
	1995	2	17	19	10.53%
	1996	6	18	24	25.00%
	1997	13	26	39	33.33%
	1998	14	32	46	30.43%
	1999	9	64	73	12.33%
	2000	25	84	109	22.94%
	2001	26	83	109	23.85%
	2002	30	62	92	32.61%
	2003	33	126	159	20.75%
	2004	21	85	106	19.81%
	2005	27	145	172	15.70%
	2006	18	101	119	15.13%
	2007	26	183	209	12.44%
	2008	12	123	135	8.89%
	2009	5	133	138	3.62%
	2010	3	94	97	3.09%
	2011	7	170	177	3.95%
	2012	2	64	66	3.03%
	2013	4	245	249	1.61%
	2014		8	8	0.00%
ST0001615 Total		284	1875	2159	13.15%
ST0001660	1993	2	17	19	10.53%
	1994	9	32	41	21.95%
	1995	8	45	53	15.09%
	1996	17	58	75	22.67%
	1997	17	58	75	22.67%
	1998	11	67	78	14.10%
	1999	24	103	127	18.90%
	2000	27	156	183	14.75%
	2001	45	163	208	21.63%
	2002	59	153	212	27.83%
	2003	43	262	305	14.10%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
[illegible]	2004	35	205	240	14.58%
	2005	37	340	377	9.81%
	2006	31	245	276	11.23%
	2007	35	408	443	7.90%
	2008	21	215	236	8.90%
	2009	17	353	370	4.59%
	2010	9	232	241	3.73%
	2011	15	441	456	3.29%
	2012	7	186	193	3.63%
	2013	22	693	715	3.08%
	2014	1	15	16	6.25%
ST0001660 Total		492	4447	4939	9.96%
ST0001662	1993	6	21	27	22.22%
	1994	3	38	41	7.32%
	1995	7	42	49	14.29%
	1996	8	41	49	16.33%
	1997	14	68	82	17.07%
	1998	14	77	91	15.38%
	1999	23	135	158	14.56%
	2000	36	176	212	16.98%
	2001	45	163	208	21.63%
	2002	30	155	185	16.22%
	2003	35	269	304	11.51%
	2004	40	215	255	15.69%
	2005	52	391	443	11.74%
	2006	24	229	253	9.49%
	2007	23	406	429	5.36%
	2008	12	216	228	5.26%
	2009	18	353	371	4.85%
	2010	2	188	190	1.05%
	2011	7	458	465	1.51%
	2012	2	152	154	1.30%
	2013	7	647	654	1.07%
	2014		25	25	0.00%
ST0001662 Total		408	4465	4873	8.37%
ST0001692	1993	3	8	11	27.27%
	1994	2	13	15	13.33%
	1995	4	21	25	16.00%
	1996	4	21	25	16.00%
	1997	6	25	31	19.35%
	1998	9	36	45	20.00%
	1999	9	44	53	16.98%
	2000	6	67	73	8.22%
	2001	17	76	93	18.28%
	2002	11	61	72	15.28%
	2003	15	126	141	10.64%
	2004	15	93	108	13.89%
	2005	23	150	173	13.29%
	2006	15	112	127	11.81%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2007	14	190	204	6.86%
	2008	4	121	125	3.20%
	2009	8	175	183	4.37%
	2010	1	102	103	0.97%
	2011	6	183	189	3.17%
	2012		57	57	0.00%
	2013	5	249	254	1.97%
	2014		9	9	0.00%
ST0001692 Total		177	1939	2116	8.36%
	1993	1	46	47	2.13%
	1994	7	59	66	10.61%
	1995	8	80	88	9.09%
	1996	11	76	87	12.64%
	1997	15	107	122	12.30%
	1998	25	109	134	18.66%
	1999	21	159	180	11.67%
	2000	50	247	297	16.84%
	2001	58	265	323	17.96%
	2002	38	167	205	18.54%
	2003	54	357	411	13.14%
ST0001704	2004	27	244	271	9.96%
	2005	48	422	470	10.21%
	2006	22	230	252	8.73%
	2007	30	435	465	6.45%
	2008	16	220	236	6.78%
	2009	15	318	333	4.50%
	2010	7	178	185	3.78%
	2011	9	466	475	1.89%
	2012	3	108	111	2.70%
	2013	11	575	586	1.88%
	2014		18	18	0.00%
ST0001704 Total		476	4886	5362	8.88%
	1993	1	4	5	20.00%
	1994	1	6	7	14.29%
	1995	3	14	17	17.65%
	1996		10	10	0.00%
	1997	3	23	26	11.54%
	1998	5	25	30	16.67%
	1999	7	35	42	16.67%
	2000	3	49	52	5.77%
	2001	10	30	40	25.00%
	2002	7	45	52	13.46%
ST0001730	2003	12	62	74	16.22%
	2004	5	45	50	10.00%
	2005	11	97	108	10.19%
	2006	5	40	45	11.11%
	2007	5	77	82	6.10%
	2008	2	44	46	4.35%
	2009		43	43	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2010	1	25	26	3.85%
	2011	1	102	103	0.97%
	2012	1	15	16	6.25%
	2013		107	107	0.00%
ST0001730 Total		83	898	981	8.46%
ST0001767	1993	2	28	30	6.67%
	1994	5	35	40	12.50%
	1995	11	55	66	16.67%
	1996	23	82	105	21.90%
	1997	27	94	121	22.31%
	1998	27	129	156	17.31%
	1999	43	180	223	19.28%
	2000	54	286	340	15.88%
	2001	88	286	374	23.53%
	2002	71	243	314	22.61%
	2003	88	471	559	15.74%
	2004	74	362	436	16.97%
	2005	79	575	654	12.08%
	2006	56	378	434	12.90%
	2007	60	603	663	9.05%
	2008	32	342	374	8.56%
	2009	26	488	514	5.06%
	2010	13	288	301	4.32%
	2011	16	660	676	2.37%
	2012	9	242	251	3.59%
	2013	17	983	1000	1.70%
	2014	1	17	18	5.56%
ST0001767 Total		822	6827	7649	10.75%
ST0001799	1993	10	43	53	18.87%
	1994	3	52	55	5.45%
	1995	12	76	88	13.64%
	1996	11	68	79	13.92%
	1997	17	141	158	10.76%
	1998	12	124	136	8.82%
	1999	32	177	209	15.31%
	2000	43	292	335	12.84%
	2001	59	370	429	13.75%
	2002	52	256	308	16.88%
	2003	57	452	509	11.20%
	2004	55	337	392	14.03%
	2005	53	575	628	8.44%
	2006	25	312	337	7.42%
	2007	41	625	666	6.16%
	2008	17	316	333	5.11%
	2009	10	523	533	1.88%
	2010	12	250	262	4.58%
	2011	15	742	757	1.98%
	2012	4	184	188	2.13%
	2013	17	994	1011	1.68%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2014		34	34	0.00%
ST0001799 Total		557	6943	7500	7.43%
ST0001805	1993	2	21	23	8.70%
	1994	4	31	35	11.43%
	1995	5	35	40	12.50%
	1996	13	48	61	21.31%
	1997	17	81	98	17.35%
	1998	17	85	102	16.67%
	1999	23	121	144	15.97%
	2000	25	147	172	14.53%
	2001	44	117	161	27.33%
	2002	31	133	164	18.90%
	2003	34	266	300	11.33%
	2004	28	175	203	13.79%
	2005	34	287	321	10.59%
	2006	17	165	182	9.34%
	2007	16	256	272	5.88%
	2008	12	112	124	9.68%
	2009	10	157	167	5.99%
	2010	1	104	105	0.95%
	2011	7	251	258	2.71%
	2012	4	90	94	4.26%
	2013	7	331	338	2.07%
ST0001805 Total		351	3013	3364	10.43%
ST0001825	1993	3	16	19	15.79%
	1994	2	42	44	4.55%
	1995	7	70	77	9.09%
	1996	11	66	77	14.29%
	1997	18	113	131	13.74%
	1998	23	153	176	13.07%
	1999	42	169	211	19.91%
	2000	49	292	341	14.37%
	2001	56	289	345	16.23%
	2002	40	197	237	16.88%
	2003	67	462	529	12.67%
	2004	60	331	391	15.35%
	2005	60	539	599	10.02%
	2006	29	285	314	9.24%
	2007	39	557	596	6.54%
	2008	28	256	284	9.86%
	2009	11	417	428	2.57%
	2010	10	167	177	5.65%
	2011	10	547	557	1.80%
	2012	7	127	134	5.22%
	2013	11	795	806	1.36%
	2014		31	31	0.00%
ST0001825 Total		583	5921	6504	8.96%
	1993		6	6	0.00%
	1994	4	12	16	25.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001845	1995	1	22	23	4.35%
	1996	6	15	21	28.57%
	1997	6	32	38	15.79%
	1998	6	34	40	15.00%
	1999	12	51	63	19.05%
	2000	7	52	59	11.86%
	2001	11	78	89	12.36%
	2002	20	64	84	23.81%
	2003	27	130	157	17.20%
	2004	14	93	107	13.08%
	2005	18	170	188	9.57%
	2006	17	101	118	14.41%
	2007	12	189	201	5.97%
	2008	3	117	120	2.50%
	2009	13	171	184	7.07%
	2010	4	108	112	3.57%
	2011	6	254	260	2.31%
	2012	1	73	74	1.35%
	2013	8	356	364	2.20%
	2014		15	15	0.00%
ST0001845 Total		196	2143	2339	8.38%
ST0001876	1993	8	55	63	12.70%
	1994	12	64	76	15.79%
	1995	7	124	131	5.34%
	1996	32	123	155	20.65%
	1997	36	184	220	16.36%
	1998	41	203	244	16.80%
	1999	57	309	366	15.57%
	2000	106	476	582	18.21%
	2001	111	527	638	17.40%
	2002	87	367	454	19.16%
	2003	110	746	856	12.85%
	2004	85	508	593	14.33%
	2005	97	913	1010	9.60%
	2006	65	517	582	11.17%
	2007	89	903	992	8.97%
	2008	29	475	504	5.75%
	2009	27	658	685	3.94%
	2010	16	358	374	4.28%
	2011	27	877	904	2.99%
	2012	11	240	251	4.38%
	2013	22	1160	1182	1.86%
	2014		37	37	0.00%
ST0001876 Total		1075	9824	10899	9.86%
	1993	3	24	27	11.11%
	1994	10	29	39	25.64%
	1995	6	59	65	9.23%
	1996	14	63	77	18.18%
	1997	24	111	135	17.78%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001889	1998	22	115	137	16.06%
	1999	28	152	180	15.56%
	2000	34	239	273	12.45%
	2001	43	267	310	13.87%
	2002	51	200	251	20.32%
	2003	37	373	410	9.02%
	2004	38	282	320	11.88%
	2005	44	545	589	7.47%
	2006	34	384	418	8.13%
	2007	33	788	821	4.02%
	2008	24	643	667	3.60%
	2009	16	710	726	2.20%
	2010	10	683	693	1.44%
	2011	21	1179	1200	1.75%
	2012	5	690	695	0.72%
	2013	11	1423	1434	0.77%
	2014	1	140	141	0.71%
ST0001889 Total		509	9099	9608	5.30%
ST0001944	1993	10	52	62	16.13%
	1994	6	69	75	8.00%
	1995	18	124	142	12.68%
	1996	14	107	121	11.57%
	1997	26	195	221	11.76%
	1998	40	219	259	15.44%
	1999	48	302	350	13.71%
	2000	71	459	530	13.40%
	2001	100	506	606	16.50%
	2002	78	382	460	16.96%
	2003	97	809	906	10.71%
	2004	60	515	575	10.43%
	2005	88	993	1081	8.14%
	2006	61	500	561	10.87%
	2007	61	1074	1135	5.37%
	2008	37	502	539	6.86%
	2009	39	901	940	4.15%
	2010	10	396	406	2.46%
	2011	29	1168	1197	2.42%
	2012	14	291	305	4.59%
	2013	24	1619	1643	1.46%
	2014	2	46	48	4.17%
ST0001944 Total		933	11229	12162	7.67%
	1993	3	14	17	17.65%
	1994	2	23	25	8.00%
	1995	7	51	58	12.07%
	1996	4	33	37	10.81%
	1997	9	67	76	11.84%
	1998	9	60	69	13.04%
	1999	15	102	117	12.82%
	2000	24	159	183	13.11%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001970	2001	18	164	182	9.89%
	2002	14	96	110	12.73%
	2003	35	265	300	11.67%
	2004	37	169	206	17.96%
	2005	34	389	423	8.04%
	2006	16	202	218	7.34%
	2007	28	501	529	5.29%
	2008	13	213	226	5.75%
	2009	12	421	433	2.77%
	2010	5	196	201	2.49%
	2011	20	618	638	3.13%
	2012	4	156	160	2.50%
	2013	11	834	845	1.30%
	2014	1	24	25	4.00%
ST0001970 Total		321	4757	5078	6.32%
ST0002018	1993	6	18	24	25.00%
	1994		28	28	0.00%
	1995	3	34	37	8.11%
	1996	4	36	40	10.00%
	1997	4	57	61	6.56%
	1998	4	50	54	7.41%
	1999	6	100	106	5.66%
	2000	11	116	127	8.66%
	2001	22	138	160	13.75%
	2002	23	91	114	20.18%
	2003	18	175	193	9.33%
	2004	15	134	149	10.07%
	2005	9	218	227	3.96%
	2006	6	111	117	5.13%
	2007	4	242	246	1.63%
	2008	7	134	141	4.96%
	2009	4	196	200	2.00%
	2010	5	77	82	6.10%
	2011	7	285	292	2.40%
	2012	3	56	59	5.08%
	2013	3	315	318	0.94%
	2014		6	6	0.00%
ST0002018 Total		164	2617	2781	5.90%
ST0002026	1993	1	13	14	7.14%
	1994	1	23	24	4.17%
	1995	7	24	31	22.58%
	1996	2	34	36	5.56%
	1997	10	58	68	14.71%
	1998	7	58	65	10.77%
	1999	21	88	109	19.27%
	2000	25	151	176	14.20%
	2001	41	169	210	19.52%
	2002	18	84	102	17.65%
	2003	38	232	270	14.07%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002026	2004	20	128	148	13.51%
	2005	27	304	331	8.16%
	2006	14	151	165	8.48%
	2007	21	327	348	6.03%
	2008	5	114	119	4.20%
	2009	9	254	263	3.42%
	2010	7	101	108	6.48%
	2011	11	343	354	3.11%
	2012	5	65	70	7.14%
	2013	4	497	501	0.80%
	2014	1	18	19	5.26%
ST0002026 Total		295	3236	3531	8.35%
ST0002060	1993	1	24	25	4.00%
	1994	6	28	34	17.65%
	1995	1	36	37	2.70%
	1996	9	43	52	17.31%
	1997	7	69	76	9.21%
	1998	18	80	98	18.37%
	1999	10	102	112	8.93%
	2000	13	146	159	8.18%
	2001	33	178	211	15.64%
	2002	23	121	144	15.97%
	2003	26	264	290	8.97%
	2004	27	155	182	14.84%
	2005	29	336	365	7.95%
	2006	24	168	192	12.50%
	2007	16	352	368	4.35%
	2008	8	150	158	5.06%
	2009	9	276	285	3.16%
	2010	4	123	127	3.15%
	2011	11	424	435	2.53%
	2012	3	85	88	3.41%
	2013	6	531	537	1.12%
	2014	1	19	20	5.00%
ST0002060 Total		285	3710	3995	7.13%
ST0002070	1993	1	5	6	16.67%
	1994		8	8	0.00%
	1995	1	12	13	7.69%
	1996	1	18	19	5.26%
	1997	1	18	19	5.26%
	1998	9	27	36	25.00%
	1999	6	34	40	15.00%
	2000	8	55	63	12.70%
	2001	14	70	84	16.67%
	2002	15	64	79	18.99%
	2003	22	121	143	15.38%
	2004	17	98	115	14.78%
	2005	19	178	197	9.64%
	2006	11	107	118	9.32%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2007	7	200	207	3.38%
	2008	3	111	114	2.63%
	2009	10	190	200	5.00%
	2010	4	103	107	3.74%
	2011	10	284	294	3.40%
	2012	3	96	99	3.03%
	2013	5	408	413	1.21%
	2014		6	6	0.00%
ST0002070 Total		167	2213	2380	7.02%
	1993	3	22	25	12.00%
	1994	12	20	32	37.50%
	1995	9	27	36	25.00%
	1996	7	49	56	12.50%
	1997	15	68	83	18.07%
	1998	20	90	110	18.18%
	1999	23	129	152	15.13%
	2000	32	186	218	14.68%
	2001	42	211	253	16.60%
	2002	34	195	229	14.85%
	2003	61	332	393	15.52%
ST0002133	2004	34	214	248	13.71%
	2005	56	419	475	11.79%
	2006	32	246	278	11.51%
	2007	38	515	553	6.87%
	2008	18	256	274	6.57%
	2009	15	416	431	3.48%
	2010	11	237	248	4.44%
	2011	13	580	593	2.19%
	2012	8	204	212	3.77%
	2013	25	864	889	2.81%
	2014	2	28	30	6.67%
ST0002133 Total		510	5308	5818	8.77%
	1993	1	27	28	3.57%
	1994	3	27	30	10.00%
	1995	1	31	32	3.13%
	1996	4	25	29	13.79%
	1997	8	45	53	15.09%
	1998	7	62	69	10.14%
	1999	12	105	117	10.26%
	2000	31	146	177	17.51%
	2001	37	169	206	17.96%
	2002	31	117	148	20.95%
	2003	29	263	292	9.93%
ST0002141	2004	24	181	205	11.71%
	2005	40	358	398	10.05%
	2006	20	194	214	9.35%
	2007	34	506	540	6.30%
	2008	12	255	267	4.49%
	2009	13	364	377	3.45%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2010	9	211	220	4.09%
	2011	17	633	650	2.62%
	2012	11	153	164	6.71%
	2013	13	861	874	1.49%
	2014		21	21	0.00%
ST0002141 Total		357	4754	5111	6.98%
ST0002149	1993	3	13	16	18.75%
	1994	7	23	30	23.33%
	1995	5	32	37	13.51%
	1996	4	23	27	14.81%
	1997	15	49	64	23.44%
	1998	23	59	82	28.05%
	1999	17	82	99	17.17%
	2000	27	111	138	19.57%
	2001	40	131	171	23.39%
	2002	34	118	152	22.37%
	2003	35	168	203	17.24%
	2004	38	150	188	20.21%
	2005	43	245	288	14.93%
	2006	29	164	193	15.03%
	2007	29	285	314	9.24%
	2008	16	167	183	8.74%
	2009	17	227	244	6.97%
	2010	9	139	148	6.08%
	2011	13	279	292	4.45%
	2012	3	102	105	2.86%
	2013	15	411	426	3.52%
	2014		15	15	0.00%
ST0002149 Total		422	2993	3415	12.36%
ST0002153	1993	4	22	26	15.38%
	1994	5	37	42	11.90%
	1995	5	57	62	8.06%
	1996	9	56	65	13.85%
	1997	12	96	108	11.11%
	1998	12	97	109	11.01%
	1999	19	163	182	10.44%
	2000	18	251	269	6.69%
	2001	38	252	290	13.10%
	2002	26	161	187	13.90%
	2003	36	352	388	9.28%
	2004	21	213	234	8.97%
	2005	46	456	502	9.16%
	2006	19	202	221	8.60%
	2007	35	546	581	6.02%
	2008	12	246	258	4.65%
	2009	21	460	481	4.37%
	2010	7	177	184	3.80%
	2011	21	629	650	3.23%
	2012	2	129	131	1.53%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	12	799	811	1.48%
	2014	1	30	31	3.23%
ST0002153 Total		381	5431	5812	6.56%
ST0002181	1993	1	16	17	5.88%
	1994		18	18	0.00%
	1995	3	29	32	9.38%
	1996	2	30	32	6.25%
	1997	5	49	54	9.26%
	1998	8	54	62	12.90%
	1999	13	95	108	12.04%
	2000	14	121	135	10.37%
	2001	17	59	76	22.37%
	2002	13	103	116	11.21%
	2003	32	218	250	12.80%
	2004	27	113	140	19.29%
	2005	23	291	314	7.32%
	2006	13	127	140	9.29%
	2007	21	329	350	6.00%
	2008	11	147	158	6.96%
	2009	8	249	257	3.11%
	2010	5	118	123	4.07%
	2011	12	383	395	3.04%
	2012	3	72	75	4.00%
	2013	6	527	533	1.13%
ST0002181 Total		237	3148	3385	7.00%
ST0002233	1993	5	46	51	9.80%
	1994	11	49	60	18.33%
	1995	7	61	68	10.29%
	1996	13	81	94	13.83%
	1997	26	152	178	14.61%
	1998	39	140	179	21.79%
	1999	45	200	245	18.37%
	2000	67	316	383	17.49%
	2001	106	372	478	22.18%
	2002	82	364	446	18.39%
	2003	91	564	655	13.89%
	2004	75	448	523	14.34%
	2005	98	679	777	12.61%
	2006	55	492	547	10.05%
	2007	70	729	799	8.76%
	2008	33	440	473	6.98%
	2009	30	456	486	6.17%
	2010	16	257	273	5.86%
	2011	16	511	527	3.04%
	2012	11	144	155	7.10%
	2013	16	584	600	2.67%
	2014	1	16	17	5.88%
ST0002233 Total		913	7101	8014	11.39%
	1993	1	14	15	6.67%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002267	1994		26	26	0.00%
	1995	4	35	39	10.26%
	1996	3	16	19	15.79%
	1997	6	29	35	17.14%
	1998	4	28	32	12.50%
	1999	11	46	57	19.30%
	2000	19	70	89	21.35%
	2001	18	77	95	18.95%
	2002	20	47	67	29.85%
	2003	27	144	171	15.79%
	2004	19	81	100	19.00%
	2005	24	191	215	11.16%
	2006	19	79	98	19.39%
	2007	16	200	216	7.41%
	2008	10	90	100	10.00%
	2009	8	155	163	4.91%
	2010	2	90	92	2.17%
	2011	8	232	240	3.33%
	2012	5	85	90	5.56%
	2013	18	411	429	4.20%
	2014		1	1	0.00%
ST0002267 Total		242	2147	2389	10.13%
ST0002330	1993	5	22	27	18.52%
	1994	6	32	38	15.79%
	1995	7	46	53	13.21%
	1996	9	45	54	16.67%
	1997	16	90	106	15.09%
	1998	16	81	97	16.49%
	1999	19	117	136	13.97%
	2000	35	185	220	15.91%
	2001	41	189	230	17.83%
	2002	28	144	172	16.28%
	2003	49	294	343	14.29%
	2004	29	170	199	14.57%
	2005	34	378	412	8.25%
	2006	21	194	215	9.77%
	2007	26	381	407	6.39%
	2008	8	213	221	3.62%
	2009	23	338	361	6.37%
	2010	6	156	162	3.70%
	2011	11	519	530	2.08%
	2012	3	102	105	2.86%
	2013	7	695	702	1.00%
	2014		21	21	0.00%
ST0002330 Total		399	4412	4811	8.29%
	1993		3	3	0.00%
	1994	2	10	12	16.67%
	1995	3	10	13	23.08%
	1996	5	18	23	21.74%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002358	1997	4	26	30	13.33%
	1998	14	30	44	31.82%
	1999	16	37	53	30.19%
	2000	12	74	86	13.95%
	2001	22	77	99	22.22%
	2002	16	61	77	20.78%
	2003	20	125	145	13.79%
	2004	21	110	131	16.03%
	2005	28	153	181	15.47%
	2006	14	103	117	11.97%
	2007	22	158	180	12.22%
	2008	8	100	108	7.41%
	2009	15	144	159	9.43%
	2010	5	99	104	4.81%
	2011	5	237	242	2.07%
	2012	2	78	80	2.50%
	2013	7	346	353	1.98%
	2014		9	9	0.00%
ST0002358 Total		241	2008	2249	10.72%
ST0002365	1993	1	13	14	7.14%
	1994	4	20	24	16.67%
	1995	1	18	19	5.26%
	1996	4	30	34	11.76%
	1997	12	43	55	21.82%
	1998	11	57	68	16.18%
	1999	10	70	80	12.50%
	2000	17	100	117	14.53%
	2001	26	129	155	16.77%
	2002	20	76	96	20.83%
	2003	28	172	200	14.00%
	2004	15	129	144	10.42%
	2005	22	270	292	7.53%
	2006	17	107	124	13.71%
	2007	13	246	259	5.02%
	2008	8	126	134	5.97%
	2009	12	223	235	5.11%
	2010	9	99	108	8.33%
	2011	4	290	294	1.36%
	2012	1	84	85	1.18%
	2013	6	389	395	1.52%
	2014		9	9	0.00%
ST0002365 Total		241	2700	2941	8.19%
	1993	6	41	47	12.77%
	1994	11	55	66	16.67%
	1995	8	78	86	9.30%
	1996	7	72	79	8.86%
	1997	19	119	138	13.77%
	1998	20	123	143	13.99%
	1999	35	197	232	15.09%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002373	2000	52	266	318	16.35%
	2001	52	282	334	15.57%
	2002	46	175	221	20.81%
	2003	71	450	521	13.63%
	2004	41	229	270	15.19%
	2005	65	501	566	11.48%
	2006	37	258	295	12.54%
	2007	41	567	608	6.74%
	2008	17	232	249	6.83%
	2009	28	477	505	5.54%
	2010	13	216	229	5.68%
	2011	16	607	623	2.57%
	2012	4	141	145	2.76%
	2013	19	803	822	2.31%
	2014	1	38	39	2.56%
ST0002373 Total		609	5927	6536	9.32%
ST0002380	1993		3	3	0.00%
	1994		9	9	0.00%
	1995	1	9	10	10.00%
	1996	2	8	10	20.00%
	1997	1	13	14	7.14%
	1998	4	17	21	19.05%
	1999		17	17	0.00%
	2000	2	20	22	9.09%
	2001	10	18	28	35.71%
	2002	5	23	28	17.86%
	2003	3	51	54	5.56%
	2004	5	32	37	13.51%
	2005	4	58	62	6.45%
	2006	3	28	31	9.68%
	2007	3	49	52	5.77%
	2008		27	27	0.00%
	2009	2	55	57	3.51%
	2010	1	23	24	4.17%
	2011	1	74	75	1.33%
	2012		16	16	0.00%
	2013		98	98	0.00%
ST0002380 Total		47	648	695	6.76%
ST0002419	1993	7	28	35	20.00%
	1994	3	33	36	8.33%
	1995	6	45	51	11.76%
	1996	5	51	56	8.93%
	1997	13	95	108	12.04%
	1998	9	108	117	7.69%
	1999	26	159	185	14.05%
	2000	24	224	248	9.68%
	2001	41	247	288	14.24%
	2002	39	174	213	18.31%
	2003	43	395	438	9.82%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002419	2004	33	198	231	14.29%
	2005	37	428	465	7.96%
	2006	17	224	241	7.05%
	2007	33	517	550	6.00%
	2008	24	253	277	8.66%
	2009	18	407	425	4.24%
	2010	10	236	246	4.07%
	2011	18	597	615	2.93%
	2012	12	249	261	4.60%
	2013	37	975	1012	3.66%
	2014	1	18	19	5.26%
ST0002419 Total		456	5661	6117	7.45%
ST0002467	1993	4	25	29	13.79%
	1994	4	27	31	12.90%
	1995	6	45	51	11.76%
	1996	6	43	49	12.24%
	1997	15	70	85	17.65%
	1998	23	91	114	20.18%
	1999	16	106	122	13.11%
	2000	25	192	217	11.52%
	2001	55	212	267	20.60%
	2002	35	142	177	19.77%
	2003	33	307	340	9.71%
	2004	35	203	238	14.71%
	2005	38	352	390	9.74%
	2006	28	224	252	11.11%
	2007	29	393	422	6.87%
	2008	13	197	210	6.19%
	2009	15	365	380	3.95%
	2010	7	157	164	4.27%
	2011	13	440	453	2.87%
	2012	6	150	156	3.85%
	2013	17	635	652	2.61%
	2014		13	13	0.00%
ST0002467 Total		423	4389	4812	8.79%
ST0002493	1993	6	35	41	14.63%
	1994	2	55	57	3.51%
	1995	8	65	73	10.96%
	1996	13	62	75	17.33%
	1997	4	90	94	4.26%
	1998	13	133	146	8.90%
	1999	24	189	213	11.27%
	2000	24	292	316	7.59%
	2001	56	309	365	15.34%
	2002	45	211	256	17.58%
	2003	52	503	555	9.37%
	2004	30	314	344	8.72%
	2005	48	638	686	7.00%
	2006	23	302	325	7.08%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2007	30	720	750	4.00%
	2008	22	335	357	6.16%
	2009	5	617	622	0.80%
	2010	9	272	281	3.20%
	2011	16	965	981	1.63%
	2012	6	196	202	2.97%
	2013	15	1176	1191	1.26%
	2014	2	37	39	5.13%
ST0002493 Total		453	7516	7969	5.68%
	1993	2	18	20	10.00%
	1994	4	43	47	8.51%
	1995	11	62	73	15.07%
	1996	5	40	45	11.11%
	1997	5	49	54	9.26%
	1998	14	67	81	17.28%
	1999	17	102	119	14.29%
	2000	20	133	153	13.07%
	2001	30	179	209	14.35%
	2002	26	112	138	18.84%
	2003	34	267	301	11.30%
ST0002540	2004	27	149	176	15.34%
	2005	28	301	329	8.51%
	2006	14	148	162	8.64%
	2007	27	307	334	8.08%
	2008	16	158	174	9.20%
	2009	11	269	280	3.93%
	2010	2	122	124	1.61%
	2011	12	398	410	2.93%
	2012	4	93	97	4.12%
	2013	9	549	558	1.61%
	2014		16	16	0.00%
ST0002540 Total		318	3582	3900	8.15%
	1993	2	19	21	9.52%
	1994	4	26	30	13.33%
	1995	6	35	41	14.63%
	1996	7	50	57	12.28%
	1997	12	76	88	13.64%
	1998	13	71	84	15.48%
	1999	25	125	150	16.67%
	2000	32	191	223	14.35%
	2001	39	240	279	13.98%
	2002	24	135	159	15.09%
	2003	36	369	405	8.89%
ST0002560	2004	29	205	234	12.39%
	2005	41	466	507	8.09%
	2006	32	233	265	12.08%
	2007	28	546	574	4.88%
	2008	24	234	258	9.30%
	2009	17	515	532	3.20%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2010	7	200	207	3.38%
	2011	16	693	709	2.26%
	2012	14	154	168	8.33%
	2013	16	920	936	1.71%
	2014		20	20	0.00%
ST0002560 Total		424	5523	5947	7.13%
	1993	2	42	44	4.55%
	1994	3	51	54	5.56%
	1995	5	66	71	7.04%
	1996	5	57	62	8.06%
	1997	20	110	130	15.38%
	1998	20	113	133	15.04%
	1999	38	175	213	17.84%
	2000	45	257	302	14.90%
	2001	47	290	337	13.95%
	2002	50	213	263	19.01%
ST0002573	2003	62	397	459	13.51%
	2004	44	271	315	13.97%
	2005	57	533	590	9.66%
	2006	38	315	353	10.76%
	2007	35	596	631	5.55%
	2008	25	297	322	7.76%
	2009	24	444	468	5.13%
	2010	13	255	268	4.85%
	2011	24	685	709	3.39%
	2012	6	213	219	2.74%
	2013	25	954	979	2.55%
	2014	1	27	28	3.57%
ST0002573 Total		589	6361	6950	8.47%
	1993	1	9	10	10.00%
	1994		14	14	0.00%
	1995		24	24	0.00%
	1996	3	19	22	13.64%
	1997	7	39	46	15.22%
	1998	8	45	53	15.09%
	1999	12	68	80	15.00%
	2000	17	100	117	14.53%
	2001	12	77	89	13.48%
	2002	21	79	100	21.00%
ST0002578	2003	23	155	178	12.92%
	2004	20	97	117	17.09%
	2005	27	205	232	11.64%
	2006	15	114	129	11.63%
	2007	14	259	273	5.13%
	2008	10	108	118	8.47%
	2009	10	216	226	4.42%
	2010	6	100	106	5.66%
	2011	16	337	353	4.53%
	2012	4	91	95	4.21%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	14	479	493	2.84%
ST0002578 Total		240	2635	2875	8.35%
ST0002593	1993	5	23	28	17.86%
	1994	8	59	67	11.94%
	1995	10	57	67	14.93%
	1996	20	61	81	24.69%
	1997	16	81	97	16.49%
	1998	24	123	147	16.33%
	1999	44	195	239	18.41%
	2000	51	280	331	15.41%
	2001	69	293	362	19.06%
	2002	73	236	309	23.62%
	2003	71	453	524	13.55%
	2004	40	302	342	11.70%
	2005	60	514	574	10.45%
	2006	44	296	340	12.94%
	2007	66	555	621	10.63%
	2008	26	303	329	7.90%
	2009	28	417	445	6.29%
	2010	16	226	242	6.61%
	2011	37	675	712	5.20%
	2012	7	171	178	3.93%
	2013	20	713	733	2.73%
	2014		15	15	0.00%
ST0002593 Total		735	6048	6783	10.84%
ST0002631	1993	1	5	6	16.67%
	1994	5	7	12	41.67%
	1995		11	11	0.00%
	1996	5	20	25	20.00%
	1997	6	20	26	23.08%
	1998	4	37	41	9.76%
	1999	6	47	53	11.32%
	2000	14	87	101	13.86%
	2001	15	73	88	17.05%
	2002	8	62	70	11.43%
	2003	15	121	136	11.03%
	2004	14	64	78	17.95%
	2005	15	121	136	11.03%
	2006	8	81	89	8.99%
	2007	11	143	154	7.14%
	2008	4	91	95	4.21%
	2009	6	152	158	3.80%
	2010	2	64	66	3.03%
	2011	3	170	173	1.73%
	2012	2	38	40	5.00%
	2013	5	208	213	2.35%
	2014		7	7	0.00%
ST0002631 Total		149	1629	1778	8.38%
	1993		4	4	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002651	1994		10	10	0.00%
	1995		7	7	0.00%
	1996	3	12	15	20.00%
	1997	6	19	25	24.00%
	1998	1	17	18	5.56%
	1999	2	27	29	6.90%
	2000	4	41	45	8.89%
	2001	14	52	66	21.21%
	2002	5	40	45	11.11%
	2003	9	85	94	9.57%
	2004	11	46	57	19.30%
	2005	13	111	124	10.48%
	2006	5	47	52	9.62%
	2007	8	101	109	7.34%
	2008	4	52	56	7.14%
	2009	2	99	101	1.98%
	2010	2	34	36	5.56%
	2011	5	165	170	2.94%
	2012	3	37	40	7.50%
	2013	1	171	172	0.58%
	2014		6	6	0.00%
ST0002651 Total		98	1183	1281	7.65%
ST0002672	1993	4	35	39	10.26%
	1994	8	38	46	17.39%
	1995	8	81	89	8.99%
	1996	13	79	92	14.13%
	1997	11	128	139	7.91%
	1998	19	141	160	11.88%
	1999	24	235	259	9.27%
	2000	52	373	425	12.24%
	2001	50	387	437	11.44%
	2002	45	242	287	15.68%
	2003	66	642	708	9.32%
	2004	46	367	413	11.14%
	2005	63	754	817	7.71%
	2006	46	384	430	10.70%
	2007	41	827	868	4.72%
	2008	25	357	382	6.54%
	2009	26	675	701	3.71%
	2010	14	304	318	4.40%
	2011	23	1037	1060	2.17%
	2012	10	232	242	4.13%
	2013	24	1343	1367	1.76%
	2014		44	44	0.00%
ST0002672 Total		618	8705	9323	6.63%
	1993	8	28	36	22.22%
	1994	4	29	33	12.12%
	1995	7	65	72	9.72%
	1996	11	65	76	14.47%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002740	1997	17	94	111	15.32%
	1998	17	99	116	14.66%
	1999	29	165	194	14.95%
	2000	41	253	294	13.95%
	2001	52	270	322	16.15%
	2002	39	182	221	17.65%
	2003	48	447	495	9.70%
	2004	43	269	312	13.78%
	2005	61	614	675	9.04%
	2006	46	273	319	14.42%
	2007	31	652	683	4.54%
	2008	17	287	304	5.59%
	2009	25	585	610	4.10%
	2010	9	219	228	3.95%
	2011	14	869	883	1.59%
	2012	3	210	213	1.41%
	2013	12	1129	1141	1.05%
	2014		28	28	0.00%
ST0002740 Total		534	6832	7366	7.25%
ST0002822	1993	12	51	63	19.05%
	1994	12	75	87	13.79%
	1995	8	80	88	9.09%
	1996	14	77	91	15.38%
	1997	23	123	146	15.75%
	1998	27	108	135	20.00%
	1999	36	204	240	15.00%
	2000	59	285	344	17.15%
	2001	53	309	362	14.64%
	2002	65	210	275	23.64%
	2003	66	468	534	12.36%
	2004	51	275	326	15.64%
	2005	71	549	620	11.45%
	2006	37	279	316	11.71%
	2007	39	531	570	6.84%
	2008	25	240	265	9.43%
	2009	25	409	434	5.76%
	2010	19	193	212	8.96%
	2011	18	539	557	3.23%
	2012	5	156	161	3.11%
	2013	25	816	841	2.97%
	2014		24	24	0.00%
ST0002822 Total		690	6001	6691	10.31%
	1993	3	19	22	13.64%
	1994	2	30	32	6.25%
	1995	7	32	39	17.95%
	1996	5	24	29	17.24%
	1997	8	60	68	11.76%
	1998	18	91	109	16.51%
	1999	13	104	117	11.11%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002830	2000	16	147	163	9.82%
	2001	36	173	209	17.22%
	2002	11	108	119	9.24%
	2003	22	219	241	9.13%
	2004	23	129	152	15.13%
	2005	38	291	329	11.55%
	2006	11	160	171	6.43%
	2007	22	363	385	5.71%
	2008	14	182	196	7.14%
	2009	17	319	336	5.06%
	2010	4	112	116	3.45%
	2011	11	400	411	2.68%
	2012		109	109	0.00%
	2013	23	598	621	3.70%
	2014		10	10	0.00%
ST0002830 Total		304	3680	3984	7.63%
ST0002880	1993	8	55	63	12.70%
	1994	16	78	94	17.02%
	1995	14	124	138	10.14%
	1996	18	96	114	15.79%
	1997	30	139	169	17.75%
	1998	21	161	182	11.54%
	1999	41	227	268	15.30%
	2000	60	384	444	13.51%
	2001	80	359	439	18.22%
	2002	56	254	310	18.06%
	2003	78	588	666	11.71%
	2004	49	348	397	12.34%
	2005	60	658	718	8.36%
	2006	36	316	352	10.23%
	2007	45	707	752	5.98%
	2008	21	324	345	6.09%
	2009	18	565	583	3.09%
	2010	15	281	296	5.07%
	2011	21	725	746	2.82%
	2012	13	187	200	6.50%
	2013	21	1005	1026	2.05%
	2014		36	36	0.00%
ST0002880 Total		721	7617	8338	8.65%
	1993	1	11	12	8.33%
	1994		20	20	0.00%
	1995	2	23	25	8.00%
	1996	3	22	25	12.00%
	1997	7	34	41	17.07%
	1998	10	51	61	16.39%
	1999	6	70	76	7.89%
	2000	10	104	114	8.77%
	2001	17	128	145	11.72%
	2002	8	79	87	9.20%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002884	2003	23	191	214	10.75%
	2004	15	95	110	13.64%
	2005	20	256	276	7.25%
	2006	14	110	124	11.29%
	2007	13	286	299	4.35%
	2008	10	122	132	7.58%
	2009	8	279	287	2.79%
	2010	3	95	98	3.06%
	2011	4	313	317	1.26%
	2012	1	69	70	1.43%
	2013	4	458	462	0.87%
	2014		6	6	0.00%
ST0002884 Total		179	2822	3001	5.96%
ST0002915	1993	4	41	45	8.89%
	1994	5	43	48	10.42%
	1995	6	83	89	6.74%
	1996	15	62	77	19.48%
	1997	20	126	146	13.70%
	1998	26	139	165	15.76%
	1999	30	189	219	13.70%
	2000	69	322	391	17.65%
	2001	63	344	407	15.48%
	2002	68	235	303	22.44%
	2003	70	490	560	12.50%
	2004	46	305	351	13.11%
	2005	63	588	651	9.68%
	2006	41	309	350	11.71%
	2007	42	619	661	6.35%
	2008	16	284	300	5.33%
	2009	19	452	471	4.03%
	2010	11	241	252	4.37%
	2011	18	647	665	2.71%
	2012	7	179	186	3.76%
	2013	13	885	898	1.45%
	2014	1	38	39	2.56%
ST0002915 Total		653	6621	7274	8.98%
ST0002919	1993	1	8	9	11.11%
	1994	1	12	13	7.69%
	1995	3	14	17	17.65%
	1996	5	23	28	17.86%
	1997	11	39	50	22.00%
	1998	25	52	77	32.47%
	1999	14	65	79	17.72%
	2000	33	106	139	23.74%
	2001	36	110	146	24.66%
	2002	31	116	147	21.09%
	2003	44	184	228	19.30%
	2004	28	138	166	16.87%
	2005	42	219	261	16.09%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2006	34	155	189	17.99%
	2007	26	280	306	8.50%
	2008	10	148	158	6.33%
	2009	9	196	205	4.39%
	2010	8	149	157	5.10%
	2011	12	257	269	4.46%
	2012	6	106	112	5.36%
	2013	10	407	417	2.40%
	2014		4	4	0.00%
ST0002919 Total		389	2788	3177	12.24%
	1993	3	23	26	11.54%
	1994	6	31	37	16.22%
	1995	4	39	43	9.30%
	1996	13	62	75	17.33%
	1997	23	91	114	20.18%
	1998	27	119	146	18.49%
	1999	37	139	176	21.02%
	2000	52	226	278	18.71%
	2001	56	234	290	19.31%
	2002	53	164	217	24.42%
ST0002964	2003	55	268	323	17.03%
	2004	40	198	238	16.81%
	2005	65	360	425	15.29%
	2006	34	210	244	13.93%
	2007	34	366	400	8.50%
	2008	14	230	244	5.74%
	2009	16	265	281	5.69%
	2010	7	155	162	4.32%
	2011	11	393	404	2.72%
	2012	12	176	188	6.38%
	2013	21	604	625	3.36%
	2014		12	12	0.00%
ST0002964 Total		583	4365	4948	11.78%
	1993		5	5	0.00%
	1994		15	15	0.00%
	1995	1	19	20	5.00%
	1996	6	22	28	21.43%
	1997	15	35	50	30.00%
	1998	11	28	39	28.21%
	1999	13	69	82	15.85%
	2000	19	90	109	17.43%
	2001	19	63	82	23.17%
	2002	22	74	96	22.92%
ST0002975	2003	20	133	153	13.07%
	2004	20	87	107	18.69%
	2005	17	175	192	8.85%
	2006	25	106	131	19.08%
	2007	17	205	222	7.66%
	2008	15	153	168	8.93%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2009	9	169	178	5.06%
	2010	9	86	95	9.47%
	2011	5	247	252	1.98%
	2012	6	107	113	5.31%
	2013	15	454	469	3.20%
ST0002975 Total		264	2342	2606	10.13%
ST0003106	1993		8	8	0.00%
	1994	3	10	13	23.08%
	1995	4	23	27	14.81%
	1996	5	20	25	20.00%
	1997	6	34	40	15.00%
	1998	12	29	41	29.27%
	1999	6	43	49	12.24%
	2000	13	84	97	13.40%
	2001	23	80	103	22.33%
	2002	10	52	62	16.13%
	2003	18	113	131	13.74%
	2004	17	69	86	19.77%
	2005	14	129	143	9.79%
	2006	8	69	77	10.39%
	2007	16	118	134	11.94%
	2008	12	78	90	13.33%
	2009	4	87	91	4.40%
	2010	3	41	44	6.82%
	2011	8	105	113	7.08%
	2012	2	45	47	4.26%
	2013	4	155	159	2.52%
	2014		2	2	0.00%
ST0003106 Total		188	1394	1582	11.88%
ST0003107	1993	6	53	59	10.17%
	1994	6	60	66	9.09%
	1995	11	94	105	10.48%
	1996	22	100	122	18.03%
	1997	30	133	163	18.40%
	1998	27	184	211	12.80%
	1999	60	249	309	19.42%
	2000	97	377	474	20.46%
	2001	84	387	471	17.83%
	2002	93	332	425	21.88%
	2003	104	607	711	14.63%
	2004	87	411	498	17.47%
	2005	109	642	751	14.51%
	2006	55	365	420	13.10%
	2007	63	679	742	8.49%
	2008	27	337	364	7.42%
	2009	28	434	462	6.06%
	2010	14	246	260	5.38%
	2011	12	522	534	2.25%
	2012	12	177	189	6.35%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	9	656	665	1.35%
	2014	1	21	22	4.55%
ST0003107 Total		957	7066	8023	11.93%
ST0003190	1993	6	19	25	24.00%
	1994	5	36	41	12.20%
	1995	4	44	48	8.33%
	1996	6	28	34	17.65%
	1997	10	59	69	14.49%
	1998	16	61	77	20.78%
	1999	9	98	107	8.41%
	2000	22	157	179	12.29%
	2001	23	188	211	10.90%
	2002	28	137	165	16.97%
	2003	26	251	277	9.39%
	2004	18	170	188	9.57%
	2005	37	395	432	8.56%
	2006	24	207	231	10.39%
	2007	33	501	534	6.18%
	2008	16	212	228	7.02%
	2009	21	423	444	4.73%
	2010	7	187	194	3.61%
	2011	10	570	580	1.72%
	2012	5	163	168	2.98%
	2013	12	812	824	1.46%
	2014		17	17	0.00%
ST0003190 Total		338	4735	5073	6.66%
ST0003192	1993	25	71	96	26.04%
	1994	18	138	156	11.54%
	1995	33	194	227	14.54%
	1996	45	214	259	17.37%
	1997	80	313	393	20.36%
	1998	124	371	495	25.05%
	1999	132	514	646	20.43%
	2000	187	752	939	19.91%
	2001	247	778	1025	24.10%
	2002	229	729	958	23.90%
	2003	233	1132	1365	17.07%
	2004	190	886	1076	17.66%
	2005	225	1299	1524	14.76%
	2006	151	881	1032	14.63%
	2007	125	1329	1454	8.60%
	2008	88	802	890	9.89%
	2009	57	972	1029	5.54%
	2010	45	616	661	6.81%
	2011	70	1204	1274	5.49%
	2012	24	536	560	4.29%
	2013	39	1568	1607	2.43%
	2014		52	52	0.00%
ST0003192 Total		2367	15351	17718	13.36%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003225	1994		2	2	0.00%
	1995	1		1	100.00%
	1996	11	17	28	39.29%
	1997	9	44	53	16.98%
	1998	21	36	57	36.84%
	1999	26	53	79	32.91%
	2000	33	58	91	36.26%
	2001	31	59	90	34.44%
	2002	31	94	125	24.80%
	2003	27	103	130	20.77%
	2004	38	97	135	28.15%
	2005	49	106	155	31.61%
	2006	20	81	101	19.80%
	2007	11	81	92	11.96%
	2008	13	82	95	13.68%
	2009	7	44	51	13.73%
	2010	7	31	38	18.42%
	2011	3	58	61	4.92%
	2012	1	26	27	3.70%
	2013	1	54	55	1.82%
ST0003225 Total		340	1126	1466	23.19%
ST0003253	1993	1	6	7	14.29%
	1994	5	22	27	18.52%
	1995	2	17	19	10.53%
	1996	3	24	27	11.11%
	1997	2	30	32	6.25%
	1998	5	38	43	11.63%
	1999	11	59	70	15.71%
	2000	7	94	101	6.93%
	2001	10	85	95	10.53%
	2002	9	67	76	11.84%
	2003	17	160	177	9.60%
	2004	6	100	106	5.66%
	2005	23	214	237	9.70%
	2006	10	99	109	9.17%
	2007	11	257	268	4.10%
	2008	7	132	139	5.04%
	2009	9	235	244	3.69%
	2010	3	114	117	2.56%
	2011	7	336	343	2.04%
	2012	2	69	71	2.82%
	2013	17	472	489	3.48%
	2014		13	13	0.00%
ST0003253 Total		167	2643	2810	5.94%
	1993	3	24	27	11.11%
	1994	4	38	42	9.52%
	1995	7	56	63	11.11%
	1996	12	49	61	19.67%
	1997	22	90	112	19.64%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003292	1998	36	117	153	23.53%
	1999	40	139	179	22.35%
	2000	62	248	310	20.00%
	2001	64	220	284	22.54%
	2002	50	186	236	21.19%
	2003	71	350	421	16.86%
	2004	50	221	271	18.45%
	2005	61	369	430	14.19%
	2006	38	191	229	16.59%
	2007	31	366	397	7.81%
	2008	22	230	252	8.73%
	2009	22	269	291	7.56%
	2010	12	141	153	7.84%
	2011	10	307	317	3.15%
	2012	2	92	94	2.13%
	2013	12	427	439	2.73%
	2014		1	1	0.00%
ST0003292 Total		631	4131	4762	13.25%
ST0003432	1993	24	82	106	22.64%
	1994	44	156	200	22.00%
	1995	55	219	274	20.07%
	1996	69	197	266	25.94%
	1997	117	273	390	30.00%
	1998	156	370	526	29.66%
	1999	185	464	649	28.51%
	2000	255	735	990	25.76%
	2001	340	800	1140	29.82%
	2002	320	829	1149	27.85%
	2003	310	1097	1407	22.03%
	2004	295	973	1268	23.26%
	2005	291	1229	1520	19.14%
	2006	199	827	1026	19.40%
	2007	159	1059	1218	13.05%
	2008	109	688	797	13.68%
	2009	60	695	755	7.95%
	2010	37	475	512	7.23%
	2011	50	753	803	6.23%
	2012	15	324	339	4.42%
	2013	23	874	897	2.56%
	2014	1	23	24	4.17%
ST0003432 Total		3114	13142	16256	19.16%
	1993	1	14	15	6.67%
	1994		29	29	0.00%
	1995	6	46	52	11.54%
	1996	3	55	58	5.17%
	1997	6	80	86	6.98%
	1998	15	95	110	13.64%
	1999	17	135	152	11.18%
	2000	25	253	278	8.99%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003437	2001	45	237	282	15.96%
	2002	25	150	175	14.29%
	2003	34	391	425	8.00%
	2004	28	235	263	10.65%
	2005	41	487	528	7.77%
	2006	27	231	258	10.47%
	2007	30	536	566	5.30%
	2008	21	273	294	7.14%
	2009	19	429	448	4.24%
	2010	5	153	158	3.16%
	2011	15	697	712	2.11%
	2012	3	162	165	1.82%
	2013	10	812	822	1.22%
	2014		12	12	0.00%
ST0003437 Total		376	5512	5888	6.39%
ST0003449	1993	21	59	80	26.25%
	1994	18	85	103	17.48%
	1995	38	124	162	23.46%
	1996	65	212	277	23.47%
	1997	101	315	416	24.28%
	1998	142	378	520	27.31%
	1999	183	518	701	26.11%
	2000	254	756	1010	25.15%
	2001	340	800	1140	29.82%
	2002	378	876	1254	30.14%
	2003	351	1125	1476	23.78%
	2004	293	993	1286	22.78%
	2005	319	1271	1590	20.06%
	2006	212	978	1190	17.82%
	2007	175	1202	1377	12.71%
	2008	127	887	1014	12.52%
	2009	93	774	867	10.73%
	2010	56	566	622	9.00%
	2011	50	874	924	5.41%
	2012	32	431	463	6.91%
	2013	30	1117	1147	2.62%
	2014		14	14	0.00%
ST0003449 Total		3278	14355	17633	18.59%
ST0003458	1993	5	33	38	13.16%
	1994	2	44	46	4.35%
	1995	13	57	70	18.57%
	1996	6	64	70	8.57%
	1997	16	115	131	12.21%
	1998	12	126	138	8.70%
	1999	23	182	205	11.22%
	2000	28	297	325	8.62%
	2001	47	325	372	12.63%
	2002	40	182	222	18.02%
	2003	61	495	556	10.97%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
[illegible]	2004	38	279	317	11.99%
	2005	62	637	699	8.87%
	2006	31	321	352	8.81%
	2007	44	832	876	5.02%
	2008	21	360	381	5.51%
	2009	31	725	756	4.10%
	2010	11	286	297	3.70%
	2011	22	1017	1039	2.12%
	2012	5	196	201	2.49%
	2013	10	1385	1395	0.72%
	2014	1	52	53	1.89%
ST0003458 Total		529	8010	8539	6.20%
ST0003475	1993		7	7	0.00%
	1994	5	17	22	22.73%
	1995	3	18	21	14.29%
	1996	4	19	23	17.39%
	1997	8	28	36	22.22%
	1998	12	28	40	30.00%
	1999	14	42	56	25.00%
	2000	33	73	106	31.13%
	2001	22	74	96	22.92%
	2002	32	72	104	30.77%
	2003	32	136	168	19.05%
	2004	27	93	120	22.50%
	2005	29	199	228	12.72%
	2006	32	110	142	22.54%
	2007	26	182	208	12.50%
	2008	12	113	125	9.60%
	2009	11	165	176	6.25%
	2010	10	102	112	8.93%
	2011	12	218	230	5.22%
	2012	3	86	89	3.37%
	2013	11	314	325	3.38%
	2014		4	4	0.00%
ST0003475 Total		338	2100	2438	13.86%
ST0003483	1993	1	12	13	7.69%
	1994	1	14	15	6.67%
	1995	4	27	31	12.90%
	1996	9	30	39	23.08%
	1997	9	39	48	18.75%
	1998	10	51	61	16.39%
	1999	11	95	106	10.38%
	2000	25	122	147	17.01%
	2001	21	119	140	15.00%
	2002	21	92	113	18.58%
	2003	26	188	214	12.15%
	2004	24	107	131	18.32%
	2005	37	231	268	13.81%
	2006	11	127	138	7.97%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2007	19	315	334	5.69%
	2008	17	147	164	10.37%
	2009	9	202	211	4.27%
	2010	7	98	105	6.67%
	2011	11	314	325	3.38%
	2012	3	78	81	3.70%
	2013	11	434	445	2.47%
	2014		6	6	0.00%
ST0003483 Total		287	2848	3135	9.15%
	1993	9	37	46	19.57%
	1994	7	55	62	11.29%
	1995	14	101	115	12.17%
	1996	26	103	129	20.16%
	1997	53	180	233	22.75%
	1998	43	240	283	15.19%
	1999	72	294	366	19.67%
	2000	99	383	482	20.54%
	2001	152	428	580	26.21%
	2002	123	456	579	21.24%
	2003	149	704	853	17.47%
ST0003498	2004	125	549	674	18.55%
	2005	130	861	991	13.12%
	2006	113	621	734	15.40%
	2007	94	817	911	10.32%
	2008	43	504	547	7.86%
	2009	32	579	611	5.24%
	2010	23	336	359	6.41%
	2011	22	576	598	3.68%
	2012	9	212	221	4.07%
	2013	18	810	828	2.17%
	2014		20	20	0.00%
ST0003498 Total		1356	8866	10222	13.27%
	1993	20	54	74	27.03%
	1994	18	89	107	16.82%
	1995	23	134	157	14.65%
	1996	27	110	137	19.71%
	1997	39	186	225	17.33%
	1998	54	213	267	20.22%
	1999	82	373	455	18.02%
	2000	95	447	542	17.53%
	2001	113	434	547	20.66%
	2002	103	414	517	19.92%
ST0003548	2003	104	627	731	14.23%
	2004	96	470	566	16.96%
	2005	108	774	882	12.24%
	2006	86	495	581	14.80%
	2007	78	790	868	8.99%
	2008	47	475	522	9.00%
	2009	36	558	594	6.06%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2010	23	429	452	5.09%
	2011	23	691	714	3.22%
	2012	10	323	333	3.00%
	2013	18	1030	1048	1.72%
	2014		30	30	0.00%
ST0003548 Total		1203	9146	10349	11.62%
	1993	2	5	7	28.57%
	1994	1	1	2	50.00%
	1995	1	12	13	7.69%
	1996	2	18	20	10.00%
	1997	4	21	25	16.00%
	1998	7	24	31	22.58%
	1999	14	52	66	21.21%
	2000	22	69	91	24.18%
	2001	22	78	100	22.00%
	2002	23	76	99	23.23%
ST0003587	2003	21	114	135	15.56%
	2004	19	89	108	17.59%
	2005	27	141	168	16.07%
	2006	15	97	112	13.39%
	2007	17	146	163	10.43%
	2008	14	72	86	16.28%
	2009	6	132	138	4.35%
	2010	3	82	85	3.53%
	2011	6	148	154	3.90%
	2012	3	62	65	4.62%
	2013	3	262	265	1.13%
	2014		6	6	0.00%
ST0003587 Total		232	1707	1939	11.96%
	1993	7	32	39	17.95%
	1994	9	43	52	17.31%
	1995	5	77	82	6.10%
	1996	12	72	84	14.29%
	1997	33	132	165	20.00%
	1998	33	150	183	18.03%
	1999	38	199	237	16.03%
	2000	56	278	334	16.77%
	2001	82	348	430	19.07%
	2002	62	249	311	19.94%
ST0003592	2003	88	525	613	14.36%
	2004	58	377	435	13.33%
	2005	88	691	779	11.30%
	2006	40	371	411	9.73%
	2007	54	692	746	7.24%
	2008	35	331	366	9.56%
	2009	31	530	561	5.53%
	2010	17	272	289	5.88%
	2011	14	681	695	2.01%
	2012	13	163	176	7.39%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	22	871	893	2.46%
	2014	1	22	23	4.35%
ST0003592 Total		798	7106	7904	10.10%
ST0003662	1993	5	20	25	20.00%
	1994	7	24	31	22.58%
	1995	7	36	43	16.28%
	1996	9	38	47	19.15%
	1997	13	60	73	17.81%
	1998	18	75	93	19.35%
	1999	18	125	143	12.59%
	2000	25	177	202	12.38%
	2001	53	200	253	20.95%
	2002	31	168	199	15.58%
	2003	47	262	309	15.21%
	2004	41	234	275	14.91%
	2005	40	374	414	9.66%
	2006	23	198	221	10.41%
	2007	29	342	371	7.82%
	2008	16	208	224	7.14%
	2009	20	260	280	7.14%
	2010	13	190	203	6.40%
	2011	21	367	388	5.41%
	2012	14	174	188	7.45%
	2013	37	718	755	4.90%
	2014		16	16	0.00%
ST0003662 Total		487	4266	4753	10.25%
ST0003732	1993		5	5	0.00%
	1994		2	2	0.00%
	1995		5	5	0.00%
	1996		5	5	0.00%
	1997	1	9	10	10.00%
	1998	4	7	11	36.36%
	1999	2	12	14	14.29%
	2000	7	18	25	28.00%
	2001	4	20	24	16.67%
	2002	3	15	18	16.67%
	2003	5	25	30	16.67%
	2004	3	20	23	13.04%
	2005	1	24	25	4.00%
	2006	1	15	16	6.25%
	2007	5	39	44	11.36%
	2008		15	15	0.00%
	2009	1	30	31	3.23%
	2010		17	17	0.00%
	2011		58	58	0.00%
	2012		9	9	0.00%
	2013	1	61	62	1.61%
ST0003732 Total		38	411	449	8.46%
	1993		6	6	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003739	1994	1	3	4	25.00%
	1995	5	6	11	45.45%
	1996	4	11	15	26.67%
	1997	1	12	13	7.69%
	1998	3	21	24	12.50%
	1999	3	29	32	9.38%
	2000	6	33	39	15.38%
	2001	4	56	60	6.67%
	2002	2	34	36	5.56%
	2003	10	51	61	16.39%
	2004	6	52	58	10.34%
	2005	6	74	80	7.50%
	2006	3	56	59	5.08%
	2007	2	91	93	2.15%
	2008	4	52	56	7.14%
	2009	4	56	60	6.67%
	2010		35	35	0.00%
	2011	3	82	85	3.53%
	2012	3	24	27	11.11%
	2013	5	124	129	3.88%
	2014		5	5	0.00%
ST0003739 Total		75	913	988	7.59%
ST0003746	1993		2	2	0.00%
	1994		6	6	0.00%
	1995		14	14	0.00%
	1996	2	10	12	16.67%
	1997		7	7	0.00%
	1998	1	11	12	8.33%
	1999	4	9	13	30.77%
	2000	5	20	25	20.00%
	2001	10	35	45	22.22%
	2002	2	30	32	6.25%
	2003	12	43	55	21.82%
	2004	4	35	39	10.26%
	2005	3	53	56	5.36%
	2006	2	30	32	6.25%
	2007	7	69	76	9.21%
	2008		35	35	0.00%
	2009	4	65	69	5.80%
	2010		27	27	0.00%
	2011	1	95	96	1.04%
	2012	1	21	22	4.55%
	2013	1	123	124	0.81%
	2014		9	9	0.00%
ST0003746 Total		59	749	808	7.30%
	1993		2	2	0.00%
	1994	1		1	100.00%
	1995	1	7	8	12.50%
	1996	1	11	12	8.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003759	1997	6	17	23	26.09%
	1998	10	22	32	31.25%
	1999	5	22	27	18.52%
	2000	10	44	54	18.52%
	2001	13	46	59	22.03%
	2002	13	40	53	24.53%
	2003	17	72	89	19.10%
	2004	11	39	50	22.00%
	2005	11	81	92	11.96%
	2006	2	30	32	6.25%
	2007	8	79	87	9.20%
	2008	1	25	26	3.85%
	2009	4	50	54	7.41%
	2010	2	25	27	7.41%
	2011	2	62	64	3.13%
	2012	1	18	19	5.26%
	2013	3	89	92	3.26%
	2014		4	4	0.00%
ST0003759 Total		122	785	907	13.45%
ST0003767	1993	2	20	22	9.09%
	1994	4	32	36	11.11%
	1995	5	77	82	6.10%
	1996	7	59	66	10.61%
	1997	22	90	112	19.64%
	1998	19	113	132	14.39%
	1999	36	147	183	19.67%
	2000	45	266	311	14.47%
	2001	52	252	304	17.11%
	2002	51	180	231	22.08%
	2003	54	447	501	10.78%
	2004	46	262	308	14.94%
	2005	65	580	645	10.08%
	2006	38	286	324	11.73%
	2007	59	620	679	8.69%
	2008	17	299	316	5.38%
	2009	21	529	550	3.82%
	2010	7	282	289	2.42%
	2011	14	694	708	1.98%
	2012	6	193	199	3.02%
	2013	14	960	974	1.44%
	2014		34	34	0.00%
ST0003767 Total		584	6422	7006	8.34%
	1993	5	30	35	14.29%
	1994	9	41	50	18.00%
	1995	7	58	65	10.77%
	1996	9	60	69	13.04%
	1997	17	81	98	17.35%
	1998	12	96	108	11.11%
	1999	9	140	149	6.04%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003876	2000	33	210	243	13.58%
	2001	49	226	275	17.82%
	2002	38	153	191	19.90%
	2003	59	389	448	13.17%
	2004	44	232	276	15.94%
	2005	55	467	522	10.54%
	2006	27	239	266	10.15%
	2007	40	486	526	7.60%
	2008	24	238	262	9.16%
	2009	20	375	395	5.06%
	2010	8	191	199	4.02%
	2011	16	540	556	2.88%
	2012	5	129	134	3.73%
	2013	17	722	739	2.30%
	2014		18	18	0.00%
ST0003876 Total		503	5121	5624	8.94%
ST0003939	1993	1	12	13	7.69%
	1994	1	17	18	5.56%
	1995	7	26	33	21.21%
	1996	6	38	44	13.64%
	1997	10	57	67	14.93%
	1998	13	60	73	17.81%
	1999	12	92	104	11.54%
	2000	18	117	135	13.33%
	2001	28	131	159	17.61%
	2002	24	112	136	17.65%
	2003	45	189	234	19.23%
	2004	25	135	160	15.63%
	2005	31	232	263	11.79%
	2006	14	127	141	9.93%
	2007	15	198	213	7.04%
	2008	9	91	100	9.00%
	2009	8	116	124	6.45%
	2010	2	62	64	3.13%
	2011	1	192	193	0.52%
	2012	1	51	52	1.92%
	2013	2	234	236	0.85%
ST0003939 Total		273	2289	2562	10.66%
ST0003943	1993	6	54	60	10.00%
	1994	10	66	76	13.16%
	1995	13	100	113	11.50%
	1996	17	89	106	16.04%
	1997	23	147	170	13.53%
	1998	25	145	170	14.71%
	1999	35	243	278	12.59%
	2000	54	341	395	13.67%
	2001	78	352	430	18.14%
	2002	48	250	298	16.11%
	2003	81	515	596	13.59%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
[illegible]	2004	68	356	424	16.04%
	2005	76	644	720	10.56%
	2006	27	336	363	7.44%
	2007	49	633	682	7.18%
	2008	30	308	338	8.88%
	2009	27	464	491	5.50%
	2010	6	211	217	2.76%
	2011	24	591	615	3.90%
	2012	6	169	175	3.43%
	2013	18	893	911	1.98%
	2014		27	27	0.00%
ST0003943 Total		721	6934	7655	9.42%
ST0003976	1993	4	14	18	22.22%
	1994	7	35	42	16.67%
	1995	4	44	48	8.33%
	1996	5	39	44	11.36%
	1997	14	71	85	16.47%
	1998	18	65	83	21.69%
	1999	14	108	122	11.48%
	2000	37	182	219	16.89%
	2001	38	160	198	19.19%
	2002	28	137	165	16.97%
	2003	51	295	346	14.74%
	2004	33	198	231	14.29%
	2005	46	415	461	9.98%
	2006	26	245	271	9.59%
	2007	36	447	483	7.45%
	2008	23	296	319	7.21%
	2009	23	418	441	5.22%
	2010	16	209	225	7.11%
	2011	19	594	613	3.10%
	2012	9	164	173	5.20%
	2013	23	797	820	2.80%
	2014		22	22	0.00%
ST0003976 Total		474	4955	5429	8.73%
ST0003988	1993		6	6	0.00%
	1994		5	5	0.00%
	1995		10	10	0.00%
	1996	2	21	23	8.70%
	1997	1	35	36	2.78%
	1998	5	38	43	11.63%
	1999	8	51	59	13.56%
	2000	9	74	83	10.84%
	2001	14	104	118	11.86%
	2002	16	69	85	18.82%
	2003	10	147	157	6.37%
	2004	9	73	82	10.98%
	2005	18	195	213	8.45%
	2006	8	81	89	8.99%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2007	14	194	208	6.73%
	2008	5	96	101	4.95%
	2009	11	188	199	5.53%
	2010	5	78	83	6.02%
	2011	4	253	257	1.56%
	2012	2	65	67	2.99%
	2013	25	457	482	5.19%
	2014	3	37	40	7.50%
ST0003988 Total		169	2277	2446	6.91%
	1993	7	27	34	20.59%
	1994	6	37	43	13.95%
	1995	9	59	68	13.24%
	1996	9	65	74	12.16%
	1997	10	105	115	8.70%
	1998	14	121	135	10.37%
	1999	18	198	216	8.33%
	2000	23	254	277	8.30%
	2001	36	289	325	11.08%
	2002	30	186	216	13.89%
	2003	54	466	520	10.38%
ST0003997	2004	35	257	292	11.99%
	2005	48	551	599	8.01%
	2006	33	258	291	11.34%
	2007	28	641	669	4.19%
	2008	21	266	287	7.32%
	2009	15	516	531	2.82%
	2010	6	192	198	3.03%
	2011	20	722	742	2.70%
	2012	5	157	162	3.09%
	2013	11	904	915	1.20%
	2014	1	36	37	2.70%
ST0003997 Total		439	6307	6746	6.51%
	1993		17	17	0.00%
	1994	2	36	38	5.26%
	1995	2	37	39	5.13%
	1996	16	58	74	21.62%
	1997	16	93	109	14.68%
	1998	18	110	128	14.06%
	1999	21	173	194	10.82%
	2000	41	242	283	14.49%
	2001	43	281	324	13.27%
	2002	35	206	241	14.52%
	2003	48	410	458	10.48%
ST0004004	2004	34	278	312	10.90%
	2005	48	562	610	7.87%
	2006	33	285	318	10.38%
	2007	33	592	625	5.28%
	2008	21	277	298	7.05%
	2009	17	544	561	3.03%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2010	8	242	250	3.20%
	2011	26	826	852	3.05%
	2012	6	147	153	3.92%
	2013	18	1007	1025	1.76%
	2014	2	22	24	8.33%
ST0004004 Total		488	6445	6933	7.04%
	1993	4	27	31	12.90%
	1994	8	37	45	17.78%
	1995	4	49	53	7.55%
	1996	8	48	56	14.29%
	1997	12	72	84	14.29%
	1998	9	79	88	10.23%
	1999	15	146	161	9.32%
	2000	15	183	198	7.58%
	2001	54	236	290	18.62%
	2002	28	168	196	14.29%
	2003	45	375	420	10.71%
ST0004016	2004	49	266	315	15.56%
	2005	51	548	599	8.51%
	2006	19	264	283	6.71%
	2007	47	665	712	6.60%
	2008	22	347	369	5.96%
	2009	15	575	590	2.54%
	2010	16	275	291	5.50%
	2011	25	845	870	2.87%
	2012	10	226	236	4.24%
	2013	19	1255	1274	1.49%
	2014		27	27	0.00%
ST0004016 Total		475	6713	7188	6.61%
	1993	2	9	11	18.18%
	1994	1	4	5	20.00%
	1995	2	14	16	12.50%
	1996	4	20	24	16.67%
	1997	4	26	30	13.33%
	1998	7	37	44	15.91%
	1999	12	47	59	20.34%
	2000	23	100	123	18.70%
	2001	28	128	156	17.95%
	2002	15	92	107	14.02%
	2003	28	195	223	12.56%
ST0004065	2004	20	133	153	13.07%
	2005	15	283	298	5.03%
	2006	16	170	186	8.60%
	2007	26	386	412	6.31%
	2008	15	220	235	6.38%
	2009	15	331	346	4.34%
	2010	4	206	210	1.90%
	2011	13	504	517	2.51%
	2012	8	175	183	4.37%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	14	776	790	1.77%
	2014		19	19	0.00%
ST0004065 Total		272	3875	4147	6.56%
ST0004105	1993	3	20	23	13.04%
	1994	9	34	43	20.93%
	1995	10	64	74	13.51%
	1996	27	82	109	24.77%
	1997	41	135	176	23.30%
	1998	42	172	214	19.63%
	1999	77	238	315	24.44%
	2000	108	333	441	24.49%
	2001	142	389	531	26.74%
	2002	159	455	614	25.90%
	2003	152	620	772	19.69%
	2004	165	549	714	23.11%
	2005	139	677	816	17.03%
	2006	92	502	594	15.49%
	2007	77	613	690	11.16%
	2008	47	465	512	9.18%
	2009	36	361	397	9.07%
	2010	25	291	316	7.91%
	2011	20	418	438	4.57%
	2012	11	204	215	5.12%
	2013	24	507	531	4.52%
	2014	1	16	17	5.88%
ST0004105 Total		1407	7145	8552	16.45%
ST0004107	1993	9	47	56	16.07%
	1994	17	82	99	17.17%
	1995	21	133	154	13.64%
	1996	18	113	131	13.74%
	1997	48	211	259	18.53%
	1998	61	221	282	21.63%
	1999	51	339	390	13.08%
	2000	106	498	604	17.55%
	2001	138	537	675	20.44%
	2002	148	543	691	21.42%
	2003	151	841	992	15.22%
	2004	134	680	814	16.46%
	2005	164	1074	1238	13.25%
	2006	113	738	851	13.28%
	2007	100	1108	1208	8.28%
	2008	62	733	795	7.80%
	2009	48	823	871	5.51%
	2010	37	568	605	6.12%
	2011	52	1253	1305	3.98%
	2012	28	522	550	5.09%
	2013	68	1700	1768	3.85%
	2014	2	52	54	3.70%
ST0004107 Total		1576	12816	14392	10.95%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004111	1993	4	17	21	19.05%
	1994	5	27	32	15.63%
	1995	7	45	52	13.46%
	1996	11	43	54	20.37%
	1997	14	66	80	17.50%
	1998	20	76	96	20.83%
	1999	28	105	133	21.05%
	2000	44	212	256	17.19%
	2001	56	213	269	20.82%
	2002	81	210	291	27.84%
	2003	67	411	478	14.02%
	2004	65	329	394	16.50%
	2005	59	513	572	10.31%
	2006	56	399	455	12.31%
	2007	58	658	716	8.10%
	2008	36	433	469	7.68%
	2009	17	579	596	2.85%
	2010	10	391	401	2.49%
	2011	36	895	931	3.87%
	2012	8	337	345	2.32%
	2013	17	1143	1160	1.47%
	2014	1	45	46	2.17%
ST0004111 Total		700	7147	7847	8.92%
ST0004170	1993	7	16	23	30.43%
	1994	3	18	21	14.29%
	1995	1	22	23	4.35%
	1996	1	26	27	3.70%
	1997	4	47	51	7.84%
	1998	7	75	82	8.54%
	1999	17	86	103	16.50%
	2000	24	129	153	15.69%
	2001	20	139	159	12.58%
	2002	21	111	132	15.91%
	2003	23	213	236	9.75%
	2004	24	160	184	13.04%
	2005	35	333	368	9.51%
	2006	12	192	204	5.88%
	2007	27	352	379	7.12%
	2008	13	208	221	5.88%
	2009	21	317	338	6.21%
	2010	8	145	153	5.23%
	2011	16	445	461	3.47%
	2012	2	100	102	1.96%
	2013	6	633	639	0.94%
	2014		22	22	0.00%
ST0004170 Total		292	3789	4081	7.16%
	1993	2	16	18	11.11%
	1994	1	29	30	3.33%
	1995	3	41	44	6.82%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004191	1996	4	28	32	12.50%
	1997	8	52	60	13.33%
	1998	5	52	57	8.77%
	1999	13	88	101	12.87%
	2000	13	129	142	9.15%
	2001	28	138	166	16.87%
	2002	15	116	131	11.45%
	2003	32	269	301	10.63%
	2004	14	162	176	7.95%
	2005	24	344	368	6.52%
	2006	15	215	230	6.52%
	2007	30	436	466	6.44%
	2008	14	253	267	5.24%
	2009	18	394	412	4.37%
	2010	8	219	227	3.52%
	2011	32	747	779	4.11%
	2012	10	177	187	5.35%
	2013	21	908	929	2.26%
	2014		33	33	0.00%
ST0004191 Total		310	4846	5156	6.01%
ST0004230	1993	4	15	19	21.05%
	1994	9	25	34	26.47%
	1995	8	43	51	15.69%
	1996	10	56	66	15.15%
	1997	18	73	91	19.78%
	1998	23	114	137	16.79%
	1999	21	144	165	12.73%
	2000	34	228	262	12.98%
	2001	37	230	267	13.86%
	2002	63	224	287	21.95%
	2003	68	352	420	16.19%
	2004	52	325	377	13.79%
	2005	51	497	548	9.31%
	2006	49	383	432	11.34%
	2007	44	621	665	6.62%
	2008	45	426	471	9.55%
	2009	31	516	547	5.67%
	2010	23	399	422	5.45%
	2011	32	867	899	3.56%
	2012	17	355	372	4.57%
	2013	40	1306	1346	2.97%
	2014	1	52	53	1.89%
ST0004230 Total		680	7251	7931	8.57%
	1993	4	9	13	30.77%
	1994	2	14	16	12.50%
	1995	1	21	22	4.55%
	1996	5	15	20	25.00%
	1997	7	35	42	16.67%
	1998	8	36	44	18.18%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004243	1999	13	59	72	18.06%
	2000	11	94	105	10.48%
	2001	15	106	121	12.40%
	2002	16	60	76	21.05%
	2003	14	177	191	7.33%
	2004	6	101	107	5.61%
	2005	20	231	251	7.97%
	2006	10	158	168	5.95%
	2007	19	352	371	5.12%
	2008	14	224	238	5.88%
	2009	12	316	328	3.66%
	2010	3	165	168	1.79%
	2011	17	594	611	2.78%
	2012	4	145	149	2.68%
	2013	15	749	764	1.96%
	2014	1	27	28	3.57%
ST0004243 Total		217	3688	3905	5.56%
ST0004257	1993	16	78	94	17.02%
	1994	10	97	107	9.35%
	1995	19	136	155	12.26%
	1996	36	145	181	19.89%
	1997	68	247	315	21.59%
	1998	79	290	369	21.41%
	1999	107	371	478	22.38%
	2000	147	578	725	20.28%
	2001	202	596	798	25.31%
	2002	177	557	734	24.11%
	2003	191	866	1057	18.07%
	2004	156	637	793	19.67%
	2005	169	1067	1236	13.67%
	2006	105	629	734	14.31%
	2007	99	1025	1124	8.81%
	2008	66	588	654	10.09%
	2009	58	794	852	6.81%
	2010	31	435	466	6.65%
	2011	47	1022	1069	4.40%
	2012	23	316	339	6.78%
	2013	24	1272	1296	1.85%
	2014		43	43	0.00%
ST0004257 Total		1830	11789	13619	13.44%
	1993	9	30	39	23.08%
	1994	12	50	62	19.35%
	1995	4	55	59	6.78%
	1996	16	55	71	22.54%
	1997	27	113	140	19.29%
	1998	31	133	164	18.90%
	1999	52	176	228	22.81%
	2000	55	271	326	16.87%
	2001	65	276	341	19.06%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004262	2002	67	236	303	22.11%
	2003	92	425	517	17.79%
	2004	60	324	384	15.63%
	2005	62	495	557	11.13%
	2006	48	294	342	14.04%
	2007	33	492	525	6.29%
	2008	17	273	290	5.86%
	2009	23	407	430	5.35%
	2010	15	233	248	6.05%
	2011	26	501	527	4.93%
	2012	9	190	199	4.52%
	2013	10	688	698	1.43%
	2014		27	27	0.00%
ST0004262 Total		733	5744	6477	11.32%
ST0004298	1993	4	35	39	10.26%
	1994	3	50	53	5.66%
	1995	12	82	94	12.77%
	1996	14	63	77	18.18%
	1997	21	118	139	15.11%
	1998	23	127	150	15.33%
	1999	35	186	221	15.84%
	2000	51	321	372	13.71%
	2001	60	365	425	14.12%
	2002	69	263	332	20.78%
	2003	76	539	615	12.36%
	2004	53	402	455	11.65%
	2005	67	750	817	8.20%
	2006	41	424	465	8.82%
	2007	64	832	896	7.14%
	2008	31	471	502	6.18%
	2009	35	733	768	4.56%
	2010	8	363	371	2.16%
	2011	25	1117	1142	2.19%
	2012	12	305	317	3.79%
	2013	30	1401	1431	2.10%
	2014		48	48	0.00%
ST0004298 Total		734	8995	9729	7.54%
ST0004375	1993		4	4	0.00%
	1994	1	12	13	7.69%
	1995	2	25	27	7.41%
	1996	3	19	22	13.64%
	1997	7	29	36	19.44%
	1998	9	41	50	18.00%
	1999	11	55	66	16.67%
	2000	7	79	86	8.14%
	2001	19	110	129	14.73%
	2002	11	79	90	12.22%
	2003	18	178	196	9.18%
	2004	17	148	165	10.30%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2005	27	256	283	9.54%
	2006	20	145	165	12.12%
	2007	17	359	376	4.52%
	2008	6	207	213	2.82%
	2009	6	322	328	1.83%
	2010	7	178	185	3.78%
	2011	18	544	562	3.20%
	2012	8	153	161	4.97%
	2013	10	779	789	1.27%
	2014		21	21	0.00%
ST0004375 Total		224	3743	3967	5.65%
	1993		13	13	0.00%
	1994	2	15	17	11.76%
	1995	4	31	35	11.43%
	1996	2	23	25	8.00%
	1997	7	35	42	16.67%
	1998	4	46	50	8.00%
	1999	6	67	73	8.22%
	2000	12	103	115	10.43%
	2001	20	97	117	17.09%
	2002	17	87	104	16.35%
ST0004377	2003	26	188	214	12.15%
	2004	15	140	155	9.68%
	2005	22	261	283	7.77%
	2006	17	134	151	11.26%
	2007	18	301	319	5.64%
	2008	7	159	166	4.22%
	2009	11	256	267	4.12%
	2010	4	136	140	2.86%
	2011	16	384	400	4.00%
	2012	1	99	100	1.00%
	2013	9	529	538	1.67%
	2014		24	24	0.00%
ST0004377 Total		220	3128	3348	6.57%
	1993	4	16	20	20.00%
	1994	8	36	44	18.18%
	1995	6	47	53	11.32%
	1996	11	54	65	16.92%
	1997	7	76	83	8.43%
	1998	16	95	111	14.41%
	1999	15	115	130	11.54%
	2000	36	198	234	15.38%
	2001	32	207	239	13.39%
	2002	31	134	165	18.79%
ST0004390	2003	41	277	318	12.89%
	2004	28	256	284	9.86%
	2005	45	418	463	9.72%
	2006	32	256	288	11.11%
	2007	26	572	598	4.35%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2008	23	314	337	6.82%
	2009	26	446	472	5.51%
	2010	11	250	261	4.21%
	2011	24	761	785	3.06%
	2012	12	242	254	4.72%
	2013	17	1007	1024	1.66%
	2014		28	28	0.00%
ST0004390 Total		451	5805	6256	7.21%
	1993	2	9	11	18.18%
	1994	2	19	21	9.52%
	1995	1	15	16	6.25%
	1996	3	19	22	13.64%
	1997	1	35	36	2.78%
	1998	7	33	40	17.50%
	1999	4	46	50	8.00%
	2000	10	74	84	11.90%
	2001	11	88	99	11.11%
	2002	6	60	66	9.09%
ST0004405	2003	15	99	114	13.16%
	2004	23	97	120	19.17%
	2005	11	183	194	5.67%
	2006	15	112	127	11.81%
	2007	11	242	253	4.35%
	2008	8	135	143	5.59%
	2009	4	227	231	1.73%
	2010	6	106	112	5.36%
	2011	8	346	354	2.26%
	2012	5	79	84	5.95%
	2013	6	443	449	1.34%
	2014		9	9	0.00%
ST0004405 Total		159	2476	2635	6.03%
	1993	9	25	34	26.47%
	1994	5	31	36	13.89%
	1995	4	28	32	12.50%
	1996	16	55	71	22.54%
	1997	32	86	118	27.12%
	1998	28	120	148	18.92%
	1999	48	159	207	23.19%
	2000	80	261	341	23.46%
	2001	76	269	345	22.03%
	2002	74	297	371	19.95%
ST0004480	2003	80	440	520	15.38%
	2004	78	356	434	17.97%
	2005	106	561	667	15.89%
	2006	62	402	464	13.36%
	2007	54	648	702	7.69%
	2008	28	406	434	6.45%
	2009	21	503	524	4.01%
	2010	27	357	384	7.03%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2011	28	663	691	4.05%
	2012	9	286	295	3.05%
	2013	17	1019	1036	1.64%
	2014	1	37	38	2.63%
ST0004480 Total		883	7009	7892	11.19%
	1993		6	6	0.00%
	1994	1	11	12	8.33%
	1995		15	15	0.00%
	1996	2	11	13	15.38%
	1997	2	22	24	8.33%
	1998	4	31	35	11.43%
	1999	7	46	53	13.21%
	2000	7	45	52	13.46%
	2001	9	21	30	30.00%
	2002	7	46	53	13.21%
ST0004541	2003	4	78	82	4.88%
	2004	5	46	51	9.80%
	2005	6	97	103	5.83%
	2006	3	73	76	3.95%
	2007	5	122	127	3.94%
	2008	2	73	75	2.67%
	2009		96	96	0.00%
	2010		48	48	0.00%
	2011	5	147	152	3.29%
	2012	3	48	51	5.88%
	2013	1	208	209	0.48%
ST0004541 Total		73	1290	1363	5.36%
	1993	2	37	39	5.13%
	1994	18	43	61	29.51%
	1995	9	53	62	14.52%
	1996	4	70	74	5.41%
	1997	16	103	119	13.45%
	1998	25	145	170	14.71%
	1999	17	199	216	7.87%
	2000	37	294	331	11.18%
	2001	51	315	366	13.93%
	2002	48	245	293	16.38%
ST0004592	2003	52	469	521	9.98%
	2004	46	299	345	13.33%
	2005	53	541	594	8.92%
	2006	39	268	307	12.70%
	2007	30	545	575	5.22%
	2008	29	263	292	9.93%
	2009	15	463	478	3.14%
	2010	10	203	213	4.69%
	2011	19	541	560	3.39%
	2012	3	176	179	1.68%
	2013	22	906	928	2.37%
	2014		19	19	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004592 Total		545	6197	6742	8.08%
ST0004615	1993	1	12	13	7.69%
	1994	2	5	7	28.57%
	1995	5	16	21	23.81%
	1996	5	10	15	33.33%
	1997	13	30	43	30.23%
	1998	8	29	37	21.62%
	1999	16	53	69	23.19%
	2000	23	86	109	21.10%
	2001	19	81	100	19.00%
	2002	21	64	85	24.71%
	2003	20	162	182	10.99%
	2004	12	91	103	11.65%
	2005	26	210	236	11.02%
	2006	22	119	141	15.60%
	2007	20	276	296	6.76%
	2008	16	123	139	11.51%
	2009	10	228	238	4.20%
	2010	7	116	123	5.69%
	2011	5	341	346	1.45%
	2012	8	92	100	8.00%
	2013	6	473	479	1.25%
	2014		17	17	0.00%
ST0004615 Total		265	2634	2899	9.14%
ST0004628	1993	1	10	11	9.09%
	1994	6	24	30	20.00%
	1995	5	35	40	12.50%
	1996	9	32	41	21.95%
	1997	6	59	65	9.23%
	1998	10	71	81	12.35%
	1999	17	89	106	16.04%
	2000	28	179	207	13.53%
	2001	27	175	202	13.37%
	2002	22	113	135	16.30%
	2003	35	292	327	10.70%
	2004	20	177	197	10.15%
	2005	33	384	417	7.91%
	2006	23	218	241	9.54%
	2007	26	475	501	5.19%
	2008	26	215	241	10.79%
	2009	11	413	424	2.59%
	2010	14	213	227	6.17%
	2011	17	600	617	2.76%
	2012	7	177	184	3.80%
	2013	19	877	896	2.12%
	2014		5	5	0.00%
ST0004628 Total		362	4833	5195	6.97%
	1993	4	32	36	11.11%
	1994	9	32	41	21.95%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004696	1995	15	61	76	19.74%
	1996	15	66	81	18.52%
	1997	11	85	96	11.46%
	1998	19	115	134	14.18%
	1999	24	186	210	11.43%
	2000	40	272	312	12.82%
	2001	60	309	369	16.26%
	2002	56	267	323	17.34%
	2003	61	450	511	11.94%
	2004	50	327	377	13.26%
	2005	69	569	638	10.82%
	2006	36	356	392	9.18%
	2007	53	675	728	7.28%
	2008	29	424	453	6.40%
	2009	34	560	594	5.72%
	2010	11	342	353	3.12%
	2011	25	870	895	2.79%
	2012	12	270	282	4.26%
	2013	19	1180	1199	1.58%
	2014	1	35	36	2.78%
ST0004696 Total		653	7483	8136	8.03%
ST0004710	1993	2	22	24	8.33%
	1994	3	30	33	9.09%
	1995	8	31	39	20.51%
	1996	4	29	33	12.12%
	1997	3	42	45	6.67%
	1998	9	52	61	14.75%
	1999	10	74	84	11.90%
	2000	10	94	104	9.62%
	2001	19	113	132	14.39%
	2002	15	73	88	17.05%
	2003	8	147	155	5.16%
	2004	3	85	88	3.41%
	2005	13	165	178	7.30%
	2006	2	67	69	2.90%
	2007	6	144	150	4.00%
	2008	9	49	58	15.52%
	2009	2	99	101	1.98%
	2010	3	45	48	6.25%
	2011	7	142	149	4.70%
	2012		27	27	0.00%
	2013		130	130	0.00%
	2014		1	1	0.00%
ST0004710 Total		136	1661	1797	7.57%
	1993	3	28	31	9.68%
	1994	7	37	44	15.91%
	1995	3	44	47	6.38%
	1996	16	54	70	22.86%
	1997	13	71	84	15.48%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004713	1998	15	112	127	11.81%
	1999	26	117	143	18.18%
	2000	41	184	225	18.22%
	2001	59	220	279	21.15%
	2002	43	178	221	19.46%
	2003	36	275	311	11.58%
	2004	44	204	248	17.74%
	2005	50	348	398	12.56%
	2006	36	208	244	14.75%
	2007	28	368	396	7.07%
	2008	17	203	220	7.73%
	2009	17	232	249	6.83%
	2010	9	158	167	5.39%
	2011	12	347	359	3.34%
	2012	9	130	139	6.47%
	2013	8	333	341	2.35%
	2014		6	6	0.00%
ST0004713 Total		492	3857	4349	11.31%
ST0004722	1993	11	52	63	17.46%
	1994	12	87	99	12.12%
	1995	15	132	147	10.20%
	1996	32	100	132	24.24%
	1997	34	181	215	15.81%
	1998	36	218	254	14.17%
	1999	61	336	397	15.37%
	2000	81	481	562	14.41%
	2001	133	562	695	19.14%
	2002	113	467	580	19.48%
	2003	155	918	1073	14.45%
	2004	98	638	736	13.32%
	2005	108	1107	1215	8.89%
	2006	103	686	789	13.05%
	2007	117	1326	1443	8.11%
	2008	59	742	801	7.37%
	2009	59	1075	1134	5.20%
	2010	31	666	697	4.45%
	2011	51	1642	1693	3.01%
	2012	20	459	479	4.18%
	2013	39	2224	2263	1.72%
	2014	1	85	86	1.16%
ST0004722 Total		1369	14184	15553	8.80%
	1993	2	19	21	9.52%
	1994	4	34	38	10.53%
	1995	4	41	45	8.89%
	1996	11	61	72	15.28%
	1997	13	69	82	15.85%
	1998	8	97	105	7.62%
	1999	19	158	177	10.73%
	2000	31	229	260	11.92%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004739	2001	30	260	290	10.34%
	2002	25	252	277	9.03%
	2003	47	447	494	9.51%
	2004	41	378	419	9.79%
	2005	52	690	742	7.01%
	2006	32	475	507	6.31%
	2007	46	768	814	5.65%
	2008	26	492	518	5.02%
	2009	32	586	618	5.18%
	2010	20	393	413	4.84%
	2011	31	703	734	4.22%
	2012	16	274	290	5.52%
	2013	30	868	898	3.34%
	2014		20	20	0.00%
ST0004739 Total		520	7314	7834	6.64%
ST0004745	1993	2	30	32	6.25%
	1994	4	28	32	12.50%
	1995	2	44	46	4.35%
	1996	5	35	40	12.50%
	1997	18	71	89	20.22%
	1998	13	77	90	14.44%
	1999	19	118	137	13.87%
	2000	21	199	220	9.55%
	2001	37	182	219	16.89%
	2002	17	110	127	13.39%
	2003	33	265	298	11.07%
	2004	24	147	171	14.04%
	2005	28	296	324	8.64%
	2006	19	128	147	12.93%
	2007	29	308	337	8.61%
	2008	10	144	154	6.49%
	2009	8	256	264	3.03%
	2010	3	109	112	2.68%
	2011	6	335	341	1.76%
	2012	5	71	76	6.58%
	2013	8	430	438	1.83%
	2014		21	21	0.00%
ST0004745 Total		311	3404	3715	8.37%
ST0004764	1993		5	5	0.00%
	1994	2	9	11	18.18%
	1995		8	8	0.00%
	1996	2	13	15	13.33%
	1997	3	16	19	15.79%
	1998	5	17	22	22.73%
	1999	3	32	35	8.57%
	2000	6	54	60	10.00%
	2001	5	54	59	8.47%
	2002	4	33	37	10.81%
	2003	8	93	101	7.92%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004764	2004	6	49	55	10.91%
	2005	7	150	157	4.46%
	2006	5	58	63	7.94%
	2007	9	160	169	5.33%
	2008		54	54	0.00%
	2009	7	174	181	3.87%
	2010	1	86	87	1.15%
	2011	5	330	335	1.49%
	2012	3	53	56	5.36%
	2013	5	401	406	1.23%
	2014		14	14	0.00%
ST0004764 Total		86	1863	1949	4.41%
ST0004769	1993	5	21	26	19.23%
	1994	4	42	46	8.70%
	1995	4	50	54	7.41%
	1996	7	45	52	13.46%
	1997	12	74	86	13.95%
	1998	11	71	82	13.41%
	1999	9	95	104	8.65%
	2000	16	157	173	9.25%
	2001	27	160	187	14.44%
	2002	22	112	134	16.42%
	2003	29	229	258	11.24%
	2004	15	148	163	9.20%
	2005	25	312	337	7.42%
	2006	16	145	161	9.94%
	2007	11	311	322	3.42%
	2008	11	159	170	6.47%
	2009	19	246	265	7.17%
	2010	8	109	117	6.84%
	2011	7	379	386	1.81%
	2012	1	89	90	1.11%
	2013	8	513	521	1.54%
	2014		11	11	0.00%
ST0004769 Total		267	3478	3745	7.13%
ST0004788	1993	4	20	24	16.67%
	1994	4	24	28	14.29%
	1995	11	49	60	18.33%
	1996	24	78	102	23.53%
	1997	49	115	164	29.88%
	1998	53	165	218	24.31%
	1999	73	207	280	26.07%
	2000	79	293	372	21.24%
	2001	119	335	454	26.21%
	2002	132	343	475	27.79%
	2003	104	476	580	17.93%
	2004	106	433	539	19.67%
	2005	96	530	626	15.34%
	2006	64	403	467	13.70%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2007	69	526	595	11.60%
	2008	44	337	381	11.55%
	2009	25	305	330	7.58%
	2010	16	219	235	6.81%
	2011	18	335	353	5.10%
	2012	12	145	157	7.64%
	2013	16	445	461	3.47%
	2014		10	10	0.00%
ST0004788 Total		1118	5793	6911	16.18%
	1993	3	14	17	17.65%
	1994	2	15	17	11.76%
	1995	2	13	15	13.33%
	1996	5	35	40	12.50%
	1997	6	42	48	12.50%
	1998	19	54	73	26.03%
	1999	14	78	92	15.22%
	2000	16	121	137	11.68%
	2001	36	126	162	22.22%
	2002	27	99	126	21.43%
	2003	33	201	234	14.10%
ST0004817	2004	19	102	121	15.70%
	2005	19	249	268	7.09%
	2006	14	121	135	10.37%
	2007	21	269	290	7.24%
	2008	4	131	135	2.96%
	2009	10	222	232	4.31%
	2010	7	107	114	6.14%
	2011	8	276	284	2.82%
	2012	3	81	84	3.57%
	2013	6	390	396	1.52%
	2014		7	7	0.00%
ST0004817 Total		274	2753	3027	9.05%
	1993	7	27	34	20.59%
	1994	2	45	47	4.26%
	1995	6	48	54	11.11%
	1996	21	54	75	28.00%
	1997	36	90	126	28.57%
	1998	45	137	182	24.73%
	1999	71	181	252	28.17%
	2000	78	270	348	22.41%
	2001	127	301	428	29.67%
	2002	130	291	421	30.88%
	2003	129	416	545	23.67%
ST0004828	2004	91	317	408	22.30%
	2005	117	528	645	18.14%
	2006	69	315	384	17.97%
	2007	61	479	540	11.30%
	2008	32	264	296	10.81%
	2009	21	390	411	5.11%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2010	28	222	250	11.20%
	2011	27	473	500	5.40%
	2012	13	162	175	7.43%
	2013	17	599	616	2.76%
	2014	1	15	16	6.25%
ST0004828 Total		1129	5624	6753	16.72%
	1993	3	26	29	10.34%
	1994	1	28	29	3.45%
	1995	7	33	40	17.50%
	1996	13	33	46	28.26%
	1997	19	51	70	27.14%
	1998	13	62	75	17.33%
	1999	22	95	117	18.80%
	2000	34	133	167	20.36%
	2001	37	127	164	22.56%
	2002	38	115	153	24.84%
	2003	38	218	256	14.84%
ST0004837	2004	30	123	153	19.61%
	2005	29	222	251	11.55%
	2006	14	139	153	9.15%
	2007	28	247	275	10.18%
	2008	15	139	154	9.74%
	2009	14	167	181	7.73%
	2010	7	107	114	6.14%
	2011	9	213	222	4.05%
	2012	4	67	71	5.63%
	2013	7	309	316	2.22%
	2014		1	1	0.00%
ST0004837 Total		382	2655	3037	12.58%
	1993	7	44	51	13.73%
	1994	8	60	68	11.76%
	1995	16	100	116	13.79%
	1996	14	68	82	17.07%
	1997	16	91	107	14.95%
	1998	13	105	118	11.02%
	1999	38	171	209	18.18%
	2000	50	275	325	15.38%
	2001	56	302	358	15.64%
	2002	63	236	299	21.07%
	2003	65	442	507	12.82%
ST0004839	2004	50	300	350	14.29%
	2005	52	569	621	8.37%
	2006	47	368	415	11.33%
	2007	45	623	668	6.74%
	2008	23	418	441	5.22%
	2009	25	528	553	4.52%
	2010	16	333	349	4.58%
	2011	29	726	755	3.84%
	2012	16	285	301	5.32%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	38	1031	1069	3.55%
	2014	1	29	30	3.33%
ST0004839 Total		688	7104	7792	8.83%
ST0004847	1993	3	31	34	8.82%
	1994	2	25	27	7.41%
	1995	5	39	44	11.36%
	1996	1	38	39	2.56%
	1997	8	79	87	9.20%
	1998	16	76	92	17.39%
	1999	16	124	140	11.43%
	2000	23	168	191	12.04%
	2001	35	208	243	14.40%
	2002	24	138	162	14.81%
	2003	34	285	319	10.66%
	2004	25	180	205	12.20%
	2005	28	410	438	6.39%
	2006	22	194	216	10.19%
	2007	32	472	504	6.35%
	2008	18	197	215	8.37%
	2009	14	373	387	3.62%
	2010	6	172	178	3.37%
	2011	13	558	571	2.28%
	2012	2	117	119	1.68%
	2013	11	782	793	1.39%
	2014		25	25	0.00%
ST0004847 Total		338	4691	5029	6.72%
ST0004854	1993	2	30	32	6.25%
	1994	8	41	49	16.33%
	1995	5	71	76	6.58%
	1996	15	63	78	19.23%
	1997	21	97	118	17.80%
	1998	34	144	178	19.10%
	1999	34	219	253	13.44%
	2000	60	334	394	15.23%
	2001	88	338	426	20.66%
	2002	63	244	307	20.52%
	2003	77	504	581	13.25%
	2004	77	358	435	17.70%
	2005	92	714	806	11.41%
	2006	43	356	399	10.78%
	2007	50	775	825	6.06%
	2008	26	329	355	7.32%
	2009	37	608	645	5.74%
	2010	7	285	292	2.40%
	2011	19	860	879	2.16%
	2012	8	212	220	3.64%
	2013	16	1185	1201	1.33%
	2014		37	37	0.00%
ST0004854 Total		782	7804	8586	9.11%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004866	1993	3	8	11	27.27%
	1994	4	10	14	28.57%
	1995	6	28	34	17.65%
	1996	17	56	73	23.29%
	1997	26	96	122	21.31%
	1998	43	101	144	29.86%
	1999	51	136	187	27.27%
	2000	85	205	290	29.31%
	2001	85	187	272	31.25%
	2002	100	207	307	32.57%
	2003	90	302	392	22.96%
	2004	81	282	363	22.31%
	2005	59	390	449	13.14%
	2006	55	265	320	17.19%
	2007	41	358	399	10.28%
	2008	34	215	249	13.65%
	2009	30	265	295	10.17%
	2010	5	181	186	2.69%
	2011	18	294	312	5.77%
	2012	10	138	148	6.76%
	2013	12	410	422	2.84%
	2014		6	6	0.00%
ST0004866 Total		855	4140	4995	17.12%
ST0004867	1993	10	42	52	19.23%
	1994	15	66	81	18.52%
	1995	16	102	118	13.56%
	1996	44	117	161	27.33%
	1997	64	190	254	25.20%
	1998	76	233	309	24.60%
	1999	92	313	405	22.72%
	2000	101	450	551	18.33%
	2001	153	468	621	24.64%
	2002	132	406	538	24.54%
	2003	186	747	933	19.94%
	2004	114	574	688	16.57%
	2005	102	909	1011	10.09%
	2006	82	536	618	13.27%
	2007	84	923	1007	8.34%
	2008	58	508	566	10.25%
	2009	41	696	737	5.56%
	2010	17	413	430	3.95%
	2011	34	941	975	3.49%
	2012	10	337	347	2.88%
	2013	26	1310	1336	1.95%
	2014		5	5	0.00%
ST0004867 Total		1457	10286	11743	12.41%
	1993	3	18	21	14.29%
	1994	3	20	23	13.04%
	1995	5	21	26	19.23%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004870	1996	3	15	18	16.67%
	1997	3	28	31	9.68%
	1998	3	39	42	7.14%
	1999	4	52	56	7.14%
	2000	12	69	81	14.81%
	2001	16	84	100	16.00%
	2002	11	63	74	14.86%
	2003	13	125	138	9.42%
	2004	10	82	92	10.87%
	2005	21	189	210	10.00%
	2006	10	84	94	10.64%
	2007	10	227	237	4.22%
	2008	5	113	118	4.24%
	2009	10	191	201	4.98%
	2010	3	83	86	3.49%
	2011	6	318	324	1.85%
	2012		72	72	0.00%
	2013	5	392	397	1.26%
	2014		11	11	0.00%
ST0004870 Total		156	2296	2452	6.36%
ST0004875	1993	4	10	14	28.57%
	1994	6	22	28	21.43%
	1995	7	30	37	18.92%
	1996	8	21	29	27.59%
	1997	10	37	47	21.28%
	1998	11	37	48	22.92%
	1999	6	55	61	9.84%
	2000	16	79	95	16.84%
	2001	28	72	100	28.00%
	2002	21	71	92	22.83%
	2003	21	116	137	15.33%
	2004	15	103	118	12.71%
	2005	13	162	175	7.43%
	2006	3	70	73	4.11%
	2007	11	135	146	7.53%
	2008	12	78	90	13.33%
	2009	8	104	112	7.14%
	2010	7	54	61	11.48%
	2011	14	165	179	7.82%
	2012	5	70	75	6.67%
	2013	12	252	264	4.55%
	2014		1	1	0.00%
ST0004875 Total		238	1744	1982	12.01%
	1993	1	25	26	3.85%
	1994	8	41	49	16.33%
	1995	15	52	67	22.39%
	1996	11	47	58	18.97%
	1997	12	68	80	15.00%
	1998	22	77	99	22.22%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004888	1999	37	129	166	22.29%
	2000	33	199	232	14.22%
	2001	64	190	254	25.20%
	2002	45	170	215	20.93%
	2003	62	283	345	17.97%
	2004	29	223	252	11.51%
	2005	52	376	428	12.15%
	2006	22	204	226	9.73%
	2007	28	316	344	8.14%
	2008	13	183	196	6.63%
	2009	17	242	259	6.56%
	2010	14	134	148	9.46%
	2011	14	311	325	4.31%
	2012	6	98	104	5.77%
	2013	10	459	469	2.13%
	2014		10	10	0.00%
ST0004888 Total		515	3837	4352	11.83%
ST0005000	1993	2	5	7	28.57%
	1994	3	9	12	25.00%
	1995	2	9	11	18.18%
	1996	5	15	20	25.00%
	1997	8	18	26	30.77%
	1998	2	34	36	5.56%
	1999	15	41	56	26.79%
	2000	13	49	62	20.97%
	2001	20	56	76	26.32%
	2002	27	79	106	25.47%
	2003	19	101	120	15.83%
	2004	17	103	120	14.17%
	2005	22	150	172	12.79%
	2006	16	110	126	12.70%
	2007	13	239	252	5.16%
	2008	11	130	141	7.80%
	2009	8	152	160	5.00%
	2010	6	127	133	4.51%
	2011	6	215	221	2.71%
	2012	9	109	118	7.63%
	2013	13	334	347	3.75%
	2014		9	9	0.00%
ST0005000 Total		237	2094	2331	10.17%
	1993	2	16	18	11.11%
	1994	7	26	33	21.21%
	1995	2	39	41	4.88%
	1996	4	24	28	14.29%
	1997	6	48	54	11.11%
	1998	5	36	41	12.20%
	1999	10	81	91	10.99%
	2000	12	107	119	10.08%
	2001	22	123	145	15.17%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005001	2002	14	84	98	14.29%
	2003	25	161	186	13.44%
	2004	7	106	113	6.19%
	2005	16	217	233	6.87%
	2006	8	106	114	7.02%
	2007	11	215	226	4.87%
	2008	7	113	120	5.83%
	2009	8	156	164	4.88%
	2010	2	103	105	1.90%
	2011	6	244	250	2.40%
	2012	2	69	71	2.82%
	2013	5	312	317	1.58%
	2014		9	9	0.00%
ST0005001 Total		181	2395	2576	7.03%
ST0005002	1993		3	3	0.00%
	1994	1	3	4	25.00%
	1995	1	9	10	10.00%
	1996	1	7	8	12.50%
	1997	4	9	13	30.77%
	1998	5	17	22	22.73%
	1999	5	13	18	27.78%
	2000	8	23	31	25.81%
	2001	17	26	43	39.53%
	2002	15	20	35	42.86%
	2003	16	37	53	30.19%
	2004	10	26	36	27.78%
	2005	12	53	65	18.46%
	2006	7	21	28	25.00%
	2007	9	44	53	16.98%
	2008	6	39	45	13.33%
	2009	5	41	46	10.87%
	2010	2	29	31	6.45%
	2011	1	61	62	1.61%
	2012	1	27	28	3.57%
	2013	1	85	86	1.16%
	2014		3	3	0.00%
ST0005002 Total		127	596	723	17.57%
ST0005003	1993		4	4	0.00%
	1994		6	6	0.00%
	1995	3	17	20	15.00%
	1996	3	6	9	33.33%
	1997	5	11	16	31.25%
	1998	4	12	16	25.00%
	1999	4	16	20	20.00%
	2000	1	32	33	3.03%
	2001	9	33	42	21.43%
	2002	6	28	34	17.65%
	2003	10	65	75	13.33%
	2004	5	42	47	10.64%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2005	12	91	103	11.65%
	2006	15	117	132	11.36%
	2007	36	250	286	12.59%
	2008	36	271	307	11.73%
	2009	33	305	338	9.76%
	2010	46	380	426	10.80%
	2011	54	634	688	7.85%
	2012	59	669	728	8.10%
	2013	110	1670	1780	6.18%
	2014		6	6	0.00%
ST0005003 Total		451	4665	5116	8.82%
	1993	2	10	12	16.67%
	1994	2	17	19	10.53%
	1995	6	19	25	24.00%
	1996	2	20	22	9.09%
	1997	11	33	44	25.00%
	1998	8	49	57	14.04%
	1999	11	65	76	14.47%
	2000	12	116	128	9.38%
	2001	21	109	130	16.15%
	2002	13	74	87	14.94%
ST0005004	2003	19	238	257	7.39%
	2004	15	134	149	10.07%
	2005	32	294	326	9.82%
	2006	15	151	166	9.04%
	2007	26	437	463	5.62%
	2008	10	192	202	4.95%
	2009	15	433	448	3.35%
	2010	8	203	211	3.79%
	2011	15	513	528	2.84%
	2012	7	146	153	4.58%
	2013	16	832	848	1.89%
	2014	1	35	36	2.78%
ST0005004 Total		267	4120	4387	6.09%
	1993	2	40	42	4.76%
	1994	10	48	58	17.24%
	1995	8	54	62	12.90%
	1996	18	89	107	16.82%
	1997	12	107	119	10.08%
	1998	16	152	168	9.52%
	1999	29	218	247	11.74%
	2000	51	347	398	12.81%
	2001	80	381	461	17.35%
	2002	58	283	341	17.01%
ST0005006	2003	74	590	664	11.14%
	2004	54	435	489	11.04%
	2005	96	929	1025	9.37%
	2006	48	472	520	9.23%
	2007	66	1112	1178	5.60%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2008	29	567	596	4.87%
	2009	32	959	991	3.23%
	2010	18	461	479	3.76%
	2011	28	1217	1245	2.25%
	2012	10	354	364	2.75%
	2013	29	1738	1767	1.64%
	2014		38	38	0.00%
ST0005006 Total		768	10591	11359	6.76%
	1993	1	9	10	10.00%
	1994	2	4	6	33.33%
	1995		12	12	0.00%
	1996	2	20	22	9.09%
	1997	5	17	22	22.73%
	1998	1	19	20	5.00%
	1999	9	33	42	21.43%
	2000	6	34	40	15.00%
	2001	3	21	24	12.50%
	2002	11	40	51	21.57%
ST0005008	2003	11	77	88	12.50%
	2004	7	41	48	14.58%
	2005	10	108	118	8.47%
	2006	7	57	64	10.94%
	2007	6	137	143	4.20%
	2008	2	44	46	4.35%
	2009	1	94	95	1.05%
	2010		33	33	0.00%
	2011	5	154	159	3.14%
	2012	1	35	36	2.78%
	2013	4	214	218	1.83%
ST0005008 Total		94	1203	1297	7.25%
	1993		6	6	0.00%
	1994	2	17	19	10.53%
	1995	5	21	26	19.23%
	1996	4	23	27	14.81%
	1997	9	36	45	20.00%
	1998	4	39	43	9.30%
	1999	12	57	69	17.39%
	2000	14	89	103	13.59%
	2001	25	121	146	17.12%
	2002	11	61	72	15.28%
ST0005010	2003	23	149	172	13.37%
	2004	19	98	117	16.24%
	2005	26	201	227	11.45%
	2006	16	76	92	17.39%
	2007	9	171	180	5.00%
	2008	7	107	114	6.14%
	2009	5	178	183	2.73%
	2010		70	70	0.00%
	2011	6	246	252	2.38%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2012	1	50	51	1.96%
	2013	1	324	325	0.31%
	2014		7	7	0.00%
ST0005010 Total		199	2147	2346	8.48%
ST0005011	1993	2	16	18	11.11%
	1994	2	16	18	11.11%
	1995	9	21	30	30.00%
	1996	3	12	15	20.00%
	1997	12	25	37	32.43%
	1998	10	37	47	21.28%
	1999	7	54	61	11.48%
	2000	12	57	69	17.39%
	2001	22	87	109	20.18%
	2002	26	63	89	29.21%
	2003	20	123	143	13.99%
	2004	15	86	101	14.85%
	2005	17	144	161	10.56%
	2006	21	82	103	20.39%
	2007	12	131	143	8.39%
	2008	5	81	86	5.81%
	2009	8	94	102	7.84%
	2010	5	70	75	6.67%
	2011	7	120	127	5.51%
	2012	2	33	35	5.71%
	2013	9	203	212	4.25%
	2014		6	6	0.00%
ST0005011 Total		226	1561	1787	12.65%
ST0005013	1993	7	24	31	22.58%
	1994	9	30	39	23.08%
	1995	5	49	54	9.26%
	1996	17	77	94	18.09%
	1997	18	122	140	12.86%
	1998	24	139	163	14.72%
	1999	34	224	258	13.18%
	2000	56	340	396	14.14%
	2001	80	353	433	18.48%
	2002	85	295	380	22.37%
	2003	85	599	684	12.43%
	2004	70	366	436	16.06%
	2005	73	795	868	8.41%
	2006	52	391	443	11.74%
	2007	55	775	830	6.63%
	2008	28	419	447	6.26%
	2009	33	615	648	5.09%
	2010	18	286	304	5.92%
	2011	36	967	1003	3.59%
	2012	6	249	255	2.35%
	2013	26	1220	1246	2.09%
	2014	2	29	31	6.45%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005013 Total		819	8364	9183	8.92%
ST0005014	1993	6	22	28	21.43%
	1994	13	30	43	30.23%
	1995	13	53	66	19.70%
	1996	4	41	45	8.89%
	1997	11	64	75	14.67%
	1998	13	68	81	16.05%
	1999	26	115	141	18.44%
	2000	30	176	206	14.56%
	2001	50	205	255	19.61%
	2002	43	178	221	19.46%
	2003	47	351	398	11.81%
	2004	30	235	265	11.32%
	2005	39	488	527	7.40%
	2006	45	344	389	11.57%
	2007	20	534	554	3.61%
	2008	33	340	373	8.85%
	2009	32	441	473	6.77%
	2010	8	274	282	2.84%
	2011	10	553	563	1.78%
	2012	10	209	219	4.57%
	2013	16	871	887	1.80%
	2014	1	31	32	3.13%
ST0005014 Total		500	5623	6123	8.17%
ST0005016	1993	9	54	63	14.29%
	1994	15	76	91	16.48%
	1995	22	112	134	16.42%
	1996	24	98	122	19.67%
	1997	26	165	191	13.61%
	1998	33	188	221	14.93%
	1999	50	269	319	15.67%
	2000	58	377	435	13.33%
	2001	89	465	554	16.06%
	2002	63	357	420	15.00%
	2003	87	671	758	11.48%
	2004	70	482	552	12.68%
	2005	66	795	861	7.67%
	2006	41	436	477	8.60%
	2007	50	757	807	6.20%
	2008	25	365	390	6.41%
	2009	27	574	601	4.49%
	2010	8	252	260	3.08%
	2011	25	692	717	3.49%
	2012	5	142	147	3.40%
	2013	17	905	922	1.84%
	2014	1	30	31	3.23%
ST0005016 Total		811	8262	9073	8.94%
	1993	1	6	7	14.29%
	1994		8	8	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005017	1995	4	9	13	30.77%
	1996	1	34	35	2.86%
	1997	5	35	40	12.50%
	1998	8	40	48	16.67%
	1999	12	63	75	16.00%
	2000	11	103	114	9.65%
	2001	17	99	116	14.66%
	2002	17	79	96	17.71%
	2003	16	191	207	7.73%
	2004	14	116	130	10.77%
	2005	21	293	314	6.69%
	2006	9	147	156	5.77%
	2007	12	321	333	3.60%
	2008	4	150	154	2.60%
	2009	9	294	303	2.97%
	2010	4	119	123	3.25%
	2011	11	463	474	2.32%
	2012	3	92	95	3.16%
	2013	7	614	621	1.13%
	2014		13	13	0.00%
ST0005017 Total		186	3289	3475	5.35%
ST0005018	1993	1	6	7	14.29%
	1994	1	8	9	11.11%
	1995	3	24	27	11.11%
	1996	2	19	21	9.52%
	1997	4	24	28	14.29%
	1998	10	34	44	22.73%
	1999	7	52	59	11.86%
	2000	11	80	91	12.09%
	2001	12	80	92	13.04%
	2002	9	59	68	13.24%
	2003	17	148	165	10.30%
	2004	16	113	129	12.40%
	2005	23	234	257	8.95%
	2006	17	104	121	14.05%
	2007	19	268	287	6.62%
	2008	8	122	130	6.15%
	2009	8	206	214	3.74%
	2010	8	124	132	6.06%
	2011	8	307	315	2.54%
	2012	1	88	89	1.12%
	2013	8	461	469	1.71%
	2014		8	8	0.00%
ST0005018 Total		193	2569	2762	6.99%
	1993		4	4	0.00%
	1994		8	8	0.00%
	1995		10	10	0.00%
	1996	4	20	24	16.67%
	1997	6	27	33	18.18%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005019	1998	8	41	49	16.33%
	1999	6	35	41	14.63%
	2000	16	96	112	14.29%
	2001	19	86	105	18.10%
	2002	10	49	59	16.95%
	2003	17	159	176	9.66%
	2004	16	79	95	16.84%
	2005	23	176	199	11.56%
	2006	12	105	117	10.26%
	2007	17	241	258	6.59%
	2008	3	117	120	2.50%
	2009	6	182	188	3.19%
	2010	5	108	113	4.42%
	2011	11	249	260	4.23%
	2012	1	76	77	1.30%
	2013	5	407	412	1.21%
	2014		11	11	0.00%
ST0005019 Total		185	2286	2471	7.49%
ST0005020	1993	2	8	10	20.00%
	1994	1	7	8	12.50%
	1995	1	18	19	5.26%
	1996	2	16	18	11.11%
	1997	4	28	32	12.50%
	1998	5	33	38	13.16%
	1999	9	45	54	16.67%
	2000	12	58	70	17.14%
	2001	11	68	79	13.92%
	2002	12	54	66	18.18%
	2003	11	112	123	8.94%
	2004	7	73	80	8.75%
	2005	12	159	171	7.02%
	2006	6	93	99	6.06%
	2007	14	178	192	7.29%
	2008	3	79	82	3.66%
	2009	8	149	157	5.10%
	2010	6	77	83	7.23%
	2011	4	221	225	1.78%
	2012	1	57	58	1.72%
	2013	7	300	307	2.28%
	2014		7	7	0.00%
ST0005020 Total		138	1840	1978	6.98%
	1993	2	4	6	33.33%
	1994	1	5	6	16.67%
	1995	2	15	17	11.76%
	1996	5	32	37	13.51%
	1997	6	56	62	9.68%
	1998	11	69	80	13.75%
	1999	11	92	103	10.68%
	2000	16	139	155	10.32%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005021	2001	29	165	194	14.95%
	2002	25	99	124	20.16%
	2003	39	248	287	13.59%
	2004	25	147	172	14.53%
	2005	21	293	314	6.69%
	2006	18	157	175	10.29%
	2007	23	352	375	6.13%
	2008	7	160	167	4.19%
	2009	15	286	301	4.98%
	2010	9	126	135	6.67%
	2011	7	333	340	2.06%
	2012	1	98	99	1.01%
	2013	7	482	489	1.43%
	2014	1	16	17	5.88%
ST0005021 Total		281	3374	3655	7.69%
ST0005022	1993	3	18	21	14.29%
	1994	6	37	43	13.95%
	1995	7	54	61	11.48%
	1996	13	62	75	17.33%
	1997	22	99	121	18.18%
	1998	31	139	170	18.24%
	1999	41	186	227	18.06%
	2000	61	296	357	17.09%
	2001	108	310	418	25.84%
	2002	68	281	349	19.48%
	2003	76	434	510	14.90%
	2004	80	356	436	18.35%
	2005	81	591	672	12.05%
	2006	60	378	438	13.70%
	2007	46	564	610	7.54%
	2008	38	337	375	10.13%
	2009	18	335	353	5.10%
	2010	17	225	242	7.02%
	2011	14	429	443	3.16%
	2012	7	182	189	3.70%
	2013	13	596	609	2.13%
	2014	1	12	13	7.69%
ST0005022 Total		811	5921	6732	12.05%
ST0005023	1993		8	8	0.00%
	1994	1	16	17	5.88%
	1995		16	16	0.00%
	1996	3	11	14	21.43%
	1997	4	23	27	14.81%
	1998	4	25	29	13.79%
	1999	12	47	59	20.34%
	2000	12	65	77	15.58%
	2001	20	90	110	18.18%
	2002	6	46	52	11.54%
	2003	13	119	132	9.85%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
[illegible]	2004	3	54	57	5.26%
	2005	16	146	162	9.88%
	2006	7	73	80	8.75%
	2007	11	187	198	5.56%
	2008	3	60	63	4.76%
	2009		117	117	0.00%
	2010	6	49	55	10.91%
	2011	5	177	182	2.75%
	2012	1	54	55	1.82%
	2013	12	297	309	3.88%
	2014		11	11	0.00%
ST0005023 Total		139	1691	1830	7.60%
ST0005024	1993	1	25	26	3.85%
	1994	6	41	47	12.77%
	1995	10	57	67	14.93%
	1996	9	40	49	18.37%
	1997	11	73	84	13.10%
	1998	7	69	76	9.21%
	1999	24	121	145	16.55%
	2000	17	177	194	8.76%
	2001	32	173	205	15.61%
	2002	29	165	194	14.95%
	2003	37	307	344	10.76%
	2004	28	184	212	13.21%
	2005	29	360	389	7.46%
	2006	15	234	249	6.02%
	2007	25	424	449	5.57%
	2008	10	202	212	4.72%
	2009	12	270	282	4.26%
	2010	7	156	163	4.29%
	2011	14	432	446	3.14%
	2012	7	101	108	6.48%
	2013	10	531	541	1.85%
	2014		9	9	0.00%
ST0005024 Total		340	4151	4491	7.57%
ST0005025	1993	4	17	21	19.05%
	1994	2	17	19	10.53%
	1995	10	41	51	19.61%
	1996	7	36	43	16.28%
	1997	12	59	71	16.90%
	1998	19	60	79	24.05%
	1999	10	84	94	10.64%
	2000	16	117	133	12.03%
	2001	38	151	189	20.11%
	2002	19	91	110	17.27%
	2003	36	236	272	13.24%
	2004	23	149	172	13.37%
	2005	35	331	366	9.56%
	2006	15	155	170	8.82%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2007	30	336	366	8.20%
	2008	15	152	167	8.98%
	2009	14	266	280	5.00%
	2010	5	124	129	3.88%
	2011	10	399	409	2.44%
	2012	1	88	89	1.12%
	2013	6	547	553	1.08%
	2014		24	24	0.00%
ST0005025 Total		327	3480	3807	8.59%
	1993	4	20	24	16.67%
	1994	1	41	42	2.38%
	1995	3	42	45	6.67%
	1996	10	56	66	15.15%
	1997	14	82	96	14.58%
	1998	21	107	128	16.41%
	1999	33	159	192	17.19%
	2000	26	253	279	9.32%
	2001	52	267	319	16.30%
	2002	48	167	215	22.33%
ST0005027	2003	65	389	454	14.32%
	2004	44	222	266	16.54%
	2005	50	503	553	9.04%
	2006	31	244	275	11.27%
	2007	31	550	581	5.34%
	2008	19	250	269	7.06%
	2009	21	454	475	4.42%
	2010	13	188	201	6.47%
	2011	14	638	652	2.15%
	2012	9	142	151	5.96%
	2013	13	848	861	1.51%
	2014		25	25	0.00%
ST0005027 Total		522	5647	6169	8.46%
	1993		5	5	0.00%
	1994		10	10	0.00%
	1995	2	14	16	12.50%
	1996	2	9	11	18.18%
	1997	4	27	31	12.90%
	1998	5	27	32	15.63%
	1999	7	46	53	13.21%
	2000	13	68	81	16.05%
	2001	16	89	105	15.24%
	2002	19	62	81	23.46%
ST0005028	2003	18	107	125	14.40%
	2004	12	87	99	12.12%
	2005	17	162	179	9.50%
	2006	7	99	106	6.60%
	2007	11	165	176	6.25%
	2008	6	100	106	5.66%
	2009	12	131	143	8.39%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2010	4	74	78	5.13%
	2011	4	206	210	1.90%
	2012	2	61	63	3.17%
	2013	6	314	320	1.88%
	2014		5	5	0.00%
ST0005028 Total		167	1868	2035	8.21%
ST0005029	1993		4	4	0.00%
	1994		3	3	0.00%
	1995		9	9	0.00%
	1996		10	10	0.00%
	1997	1	12	13	7.69%
	1998	1	13	14	7.14%
	1999	4	25	29	13.79%
	2000	5	25	30	16.67%
	2001	2	38	40	5.00%
	2002	3	29	32	9.38%
	2003	5	48	53	9.43%
	2004	6	35	41	14.63%
	2005	6	58	64	9.38%
	2006	3	45	48	6.25%
	2007	8	68	76	10.53%
	2008	1	38	39	2.56%
	2009	6	81	87	6.90%
	2010	5	46	51	9.80%
	2011	8	129	137	5.84%
	2012		38	38	0.00%
	2013	3	180	183	1.64%
	2014		9	9	0.00%
ST0005029 Total		67	943	1010	6.63%
ST0005030	1993	1	14	15	6.67%
	1994	5	24	29	17.24%
	1995	1	36	37	2.70%
	1996	6	36	42	14.29%
	1997	9	53	62	14.52%
	1998	8	46	54	14.81%
	1999	15	91	106	14.15%
	2000	16	112	128	12.50%
	2001	25	121	146	17.12%
	2002	27	100	127	21.26%
	2003	26	188	214	12.15%
	2004	16	143	159	10.06%
	2005	33	220	253	13.04%
	2006	11	139	150	7.33%
	2007	18	255	273	6.59%
	2008	5	152	157	3.18%
	2009	7	203	210	3.33%
	2010	3	97	100	3.00%
	2011	5	272	277	1.81%
	2012	3	112	115	2.61%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	8	429	437	1.83%
	2014		15	15	0.00%
ST0005030 Total		248	2858	3106	7.98%
ST0005031	1993	1	3	4	25.00%
	1994		1	1	0.00%
	1995	2	5	7	28.57%
	1996		3	3	0.00%
	1997	2	8	10	20.00%
	1998	3	17	20	15.00%
	1999	7	16	23	30.43%
	2000	2	21	23	8.70%
	2001	4	23	27	14.81%
	2002	3	23	26	11.54%
	2003	7	46	53	13.21%
	2004	3	32	35	8.57%
	2005	10	86	96	10.42%
	2006	5	56	61	8.20%
	2007	7	94	101	6.93%
	2008	4	63	67	5.97%
	2009	3	104	107	2.80%
	2010	2	41	43	4.65%
	2011	1	131	132	0.76%
	2012		50	50	0.00%
	2013	3	252	255	1.18%
	2014		5	5	0.00%
ST0005031 Total		69	1080	1149	6.01%
ST0005032	1993	1	8	9	11.11%
	1994		7	7	0.00%
	1995	5	18	23	21.74%
	1996	2	16	18	11.11%
	1997	7	30	37	18.92%
	1998	4	35	39	10.26%
	1999	5	55	60	8.33%
	2000	11	90	101	10.89%
	2001	24	126	150	16.00%
	2002	17	76	93	18.28%
	2003	11	157	168	6.55%
	2004	14	107	121	11.57%
	2005	26	234	260	10.00%
	2006	8	120	128	6.25%
	2007	22	296	318	6.92%
	2008	3	162	165	1.82%
	2009	11	251	262	4.20%
	2010	3	113	116	2.59%
	2011	11	413	424	2.59%
	2012		106	106	0.00%
	2013	8	562	570	1.40%
	2014		20	20	0.00%
ST0005032 Total		193	3002	3195	6.04%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005033	1993	4	5	9	44.44%
	1994	2	9	11	18.18%
	1995		8	8	0.00%
	1996	2	7	9	22.22%
	1997	1	12	13	7.69%
	1998	6	18	24	25.00%
	1999	9	23	32	28.13%
	2000	5	21	26	19.23%
	2001	4	32	36	11.11%
	2002	9	39	48	18.75%
	2003	11	53	64	17.19%
	2004	5	48	53	9.43%
	2005	9	76	85	10.59%
	2006	5	59	64	7.81%
	2007	8	130	138	5.80%
	2008	7	77	84	8.33%
	2009	11	117	128	8.59%
	2010	2	75	77	2.60%
	2011	7	140	147	4.76%
	2012	2	67	69	2.90%
	2013	3	261	264	1.14%
	2014		7	7	0.00%
ST0005033 Total		112	1284	1396	8.02%
ST0005034	1993		1	1	0.00%
	1994		1	1	0.00%
	1995		2	2	0.00%
	1997		3	3	0.00%
	1998	1	1	2	50.00%
	1999		4	4	0.00%
	2000		5	5	0.00%
	2001		4	4	0.00%
	2002	1	6	7	14.29%
	2003		9	9	0.00%
	2004	2	7	9	22.22%
	2005		11	11	0.00%
	2006		4	4	0.00%
	2007		9	9	0.00%
	2008		5	5	0.00%
	2009		9	9	0.00%
	2010		11	11	0.00%
	2011		23	23	0.00%
	2012		3	3	0.00%
	2013		26	26	0.00%
ST0005034 Total		4	144	148	2.70%
	1993		4	4	0.00%
	1994		8	8	0.00%
	1995		6	6	0.00%
	1996	7	14	21	33.33%
	1997	10	20	30	33.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005035	1998	15	31	46	32.61%
	1999	11	35	46	23.91%
	2000	28	60	88	31.82%
	2001	28	52	80	35.00%
	2002	26	64	90	28.89%
	2003	27	77	104	25.96%
	2004	27	63	90	30.00%
	2005	24	81	105	22.86%
	2006	12	68	80	15.00%
	2007	14	80	94	14.89%
	2008	11	63	74	14.86%
	2009	2	58	60	3.33%
	2010	2	41	43	4.65%
	2011	4	60	64	6.25%
	2012		16	16	0.00%
	2013	2	59	61	3.28%
ST0005035 Total		250	960	1210	20.66%
ST0005036	1993	1	2	3	33.33%
	1994	1	11	12	8.33%
	1995		8	8	0.00%
	1996	3	11	14	21.43%
	1997	1	19	20	5.00%
	1998	9	25	34	26.47%
	1999	8	23	31	25.81%
	2000	17	38	55	30.91%
	2001	20	50	70	28.57%
	2002	15	52	67	22.39%
	2003	13	76	89	14.61%
	2004	17	61	78	21.79%
	2005	17	114	131	12.98%
	2006	2	75	77	2.60%
	2007	10	131	141	7.09%
	2008	7	84	91	7.69%
	2009	3	105	108	2.78%
	2010	4	61	65	6.15%
	2011	3	149	152	1.97%
	2012	5	68	73	6.85%
	2013	5	246	251	1.99%
	2014		5	5	0.00%
ST0005036 Total		161	1414	1575	10.22%
	1993		4	4	0.00%
	1994		2	2	0.00%
	1995		1	1	0.00%
	1996	1	7	8	12.50%
	1997	2	10	12	16.67%
	1998	3	9	12	25.00%
	1999	4	11	15	26.67%
	2000	4	11	15	26.67%
	2001	6	14	20	30.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005037	2002	9	9	18	50.00%
	2003	9	17	26	34.62%
	2004	6	14	20	30.00%
	2005	7	35	42	16.67%
	2006	6	15	21	28.57%
	2007	4	38	42	9.52%
	2008	3	19	22	13.64%
	2009	2	22	24	8.33%
	2010	1	15	16	6.25%
	2011	2	40	42	4.76%
	2012		23	23	0.00%
	2013	1	43	44	2.27%
ST0005037 Total		70	359	429	16.32%
ST0005038	1993		5	5	0.00%
	1994	1	6	7	14.29%
	1995	1	3	4	25.00%
	1996		8	8	0.00%
	1997	1	10	11	9.09%
	1998	2	5	7	28.57%
	1999	2	13	15	13.33%
	2000	9	22	31	29.03%
	2001	6	26	32	18.75%
	2002	2	22	24	8.33%
	2003	9	43	52	17.31%
	2004	8	35	43	18.60%
	2005	7	67	74	9.46%
	2006	12	46	58	20.69%
	2007	4	80	84	4.76%
	2008	3	61	64	4.69%
	2009	2	96	98	2.04%
	2010	7	83	90	7.78%
	2011	4	116	120	3.33%
	2012	3	94	97	3.09%
	2013	6	248	254	2.36%
	2014		5	5	0.00%
ST0005038 Total		89	1094	1183	7.52%
ST0005039	1993		2	2	0.00%
	1994		3	3	0.00%
	1995	1	1	2	50.00%
	1996	1	8	9	11.11%
	1997	2	15	17	11.76%
	1998	3	20	23	13.04%
	1999	4	36	40	10.00%
	2000	9	39	48	18.75%
	2001	13	56	69	18.84%
	2002	4	39	43	9.30%
	2003	13	102	115	11.30%
	2004	11	65	76	14.47%
	2005	11	137	148	7.43%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2006	12	85	97	12.37%
	2007	9	182	191	4.71%
	2008	5	76	81	6.17%
	2009	6	123	129	4.65%
	2010	3	68	71	4.23%
	2011	3	214	217	1.38%
	2012	3	38	41	7.32%
	2013	8	265	273	2.93%
	2014		10	10	0.00%
ST0005039 Total		121	1584	1705	7.10%
	1993		12	12	0.00%
	1994	4	12	16	25.00%
	1995		25	25	0.00%
	1996	1	20	21	4.76%
	1997	5	23	28	17.86%
	1998	9	32	41	21.95%
	1999	4	40	44	9.09%
	2000	14	61	75	18.67%
	2001	11	61	72	15.28%
	2002	12	62	74	16.22%
ST0005040	2003	11	86	97	11.34%
	2004	5	69	74	6.76%
	2005	17	101	118	14.41%
	2006	9	72	81	11.11%
	2007	13	128	141	9.22%
	2008	5	52	57	8.77%
	2009	5	92	97	5.15%
	2010	2	50	52	3.85%
	2011	4	160	164	2.44%
	2012		40	40	0.00%
	2013		223	223	0.00%
	2014		4	4	0.00%
ST0005040 Total		131	1425	1556	8.42%
	1993		3	3	0.00%
	1994	1	3	4	25.00%
	1995		4	4	0.00%
	1996	2	3	5	40.00%
	1997	2	9	11	18.18%
	1998	6	12	18	33.33%
	1999	5	12	17	29.41%
	2000	5	18	23	21.74%
	2001	8	29	37	21.62%
	2002	10	16	26	38.46%
ST0005041	2003	4	26	30	13.33%
	2004	10	25	35	28.57%
	2005	6	36	42	14.29%
	2006	4	22	26	15.38%
	2007	4	40	44	9.09%
	2008	2	14	16	12.50%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2009		33	33	0.00%
	2010		25	25	0.00%
	2011	2	46	48	4.17%
	2012		9	9	0.00%
	2013	1	65	66	1.52%
	2014		4	4	0.00%
ST0005041 Total		72	454	526	13.69%
	1993		1	1	0.00%
	1994	1	3	4	25.00%
	1995		4	4	0.00%
	1997	1		1	100.00%
	1998	1	1	2	50.00%
	1999	4	2	6	66.67%
	2000		2	2	0.00%
	2001	2	1	3	66.67%
	2002	1	1	2	50.00%
ST0005042	2003		2	2	0.00%
	2004		1	1	0.00%
	2005		3	3	0.00%
	2006		2	2	0.00%
	2007	1	4	5	20.00%
	2008		2	2	0.00%
	2009		3	3	0.00%
	2011		10	10	0.00%
	2012		2	2	0.00%
	2013		6	6	0.00%
ST0005042 Total		11	50	61	18.03%
	1993	2	17	19	10.53%
	1994	7	28	35	20.00%
	1995	5	28	33	15.15%
	1996	10	34	44	22.73%
	1997	12	58	70	17.14%
	1998	15	65	80	18.75%
	1999	27	86	113	23.89%
	2000	25	152	177	14.12%
	2001	37	173	210	17.62%
	2002	24	151	175	13.71%
ST0005043	2003	35	231	266	13.16%
	2004	35	178	213	16.43%
	2005	40	314	354	11.30%
	2006	12	150	162	7.41%
	2007	21	250	271	7.75%
	2008	13	151	164	7.93%
	2009	7	210	217	3.23%
	2010	8	95	103	7.77%
	2011	5	215	220	2.27%
	2012	1	53	54	1.85%
	2013	16	370	386	4.15%
	2014		14	14	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005043 Total		357	3023	3380	10.56%
ST0005044	1993		6	6	0.00%
	1994		6	6	0.00%
	1995	4	12	16	25.00%
	1996	1	8	9	11.11%
	1997	1	25	26	3.85%
	1998	3	26	29	10.34%
	1999	4	35	39	10.26%
	2000	5	56	61	8.20%
	2001	7	86	93	7.53%
	2002	6	40	46	13.04%
	2003	12	92	104	11.54%
	2004	4	58	62	6.45%
	2005	10	113	123	8.13%
	2006	4	47	51	7.84%
	2007	2	128	130	1.54%
	2008	3	57	60	5.00%
	2009	3	83	86	3.49%
	2010		30	30	0.00%
	2011	2	111	113	1.77%
	2012	2	32	34	5.88%
	2013	1	122	123	0.81%
	2014		5	5	0.00%
ST0005044 Total		74	1178	1252	5.91%
ST0005045	1993	1	16	17	5.88%
	1994	5	24	29	17.24%
	1995	7	34	41	17.07%
	1996	6	40	46	13.04%
	1997	9	43	52	17.31%
	1998	13	83	96	13.54%
	1999	17	109	126	13.49%
	2000	41	186	227	18.06%
	2001	49	233	282	17.38%
	2002	27	121	148	18.24%
	2003	37	262	299	12.37%
	2004	31	160	191	16.23%
	2005	55	347	402	13.68%
	2006	20	176	196	10.20%
	2007	26	326	352	7.39%
	2008	6	126	132	4.55%
	2009	12	268	280	4.29%
	2010	6	104	110	5.45%
	2011	10	272	282	3.55%
	2012	2	85	87	2.30%
	2013	7	423	430	1.63%
	2014	1	18	19	5.26%
ST0005045 Total		388	3456	3844	10.09%
	1993	2	9	11	18.18%
	1994	8	21	29	27.59%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005046	1995	2	34	36	5.56%
	1996		13	13	0.00%
	1997	2	13	15	13.33%
	1998	4	24	28	14.29%
	1999	8	31	39	20.51%
	2000	7	60	67	10.45%
	2001	10	84	94	10.64%
	2002	12	55	67	17.91%
	2003	27	111	138	19.57%
	2004	14	70	84	16.67%
	2005	14	116	130	10.77%
	2006	8	94	102	7.84%
	2007	5	131	136	3.68%
	2008	9	73	82	10.98%
	2009	7	98	105	6.67%
	2010	2	55	57	3.51%
	2011	2	143	145	1.38%
	2012		40	40	0.00%
	2013	2	189	191	1.05%
	2014		13	13	0.00%
ST0005046 Total		145	1477	1622	8.94%
ST0005047	1993		6	6	0.00%
	1994	2	9	11	18.18%
	1995	2	4	6	33.33%
	1996	1	11	12	8.33%
	1997	3	16	19	15.79%
	1998	1	20	21	4.76%
	1999	2	19	21	9.52%
	2000	7	45	52	13.46%
	2001	9	71	80	11.25%
	2002	4	51	55	7.27%
	2003	9	93	102	8.82%
	2004	11	68	79	13.92%
	2005	9	103	112	8.04%
	2006	7	65	72	9.72%
	2007	6	102	108	5.56%
	2008	3	87	90	3.33%
	2009	4	98	102	3.92%
	2010	1	53	54	1.85%
	2011	4	126	130	3.08%
	2012		37	37	0.00%
	2013	1	143	144	0.69%
	2014		8	8	0.00%
ST0005047 Total		86	1235	1321	6.51%
ST0005048	2000		2	2	0.00%
	2001	3	2	5	60.00%
	2002	1	1	2	50.00%
	2003	1		1	100.00%
	2004	2	1	3	66.67%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
[illegible]	2005	1	2	3	33.33%
	2006	1		1	100.00%
	2007	2		2	100.00%
	2008		2	2	0.00%
	2011		2	2	0.00%
ST0005048 Total		11	12	23	47.83%
ST0005049	1993	3	14	17	17.65%
	1994	3	26	29	10.34%
	1995	4	28	32	12.50%
	1996	3	27	30	10.00%
	1997	8	45	53	15.09%
	1998	7	38	45	15.56%
	1999	12	62	74	16.22%
	2000	21	126	147	14.29%
	2001	28	113	141	19.86%
	2002	16	76	92	17.39%
	2003	17	171	188	9.04%
	2004	15	95	110	13.64%
	2005	21	198	219	9.59%
	2006	15	86	101	14.85%
	2007	7	207	214	3.27%
	2008	4	76	80	5.00%
	2009	7	192	199	3.52%
	2010	2	56	58	3.45%
	2011	6	249	255	2.35%
	2012	2	35	37	5.41%
	2013	7	283	290	2.41%
	2014		11	11	0.00%
ST0005049 Total		208	2214	2422	8.59%
ST0005050	1993	1	3	4	25.00%
	1994		15	15	0.00%
	1995	2	13	15	13.33%
	1996	3	18	21	14.29%
	1997	6	37	43	13.95%
	1998	5	21	26	19.23%
	1999	4	50	54	7.41%
	2000	12	86	98	12.24%
	2001	30	132	162	18.52%
	2002	16	67	83	19.28%
	2003	16	148	164	9.76%
	2004	17	107	124	13.71%
	2005	13	207	220	5.91%
	2006	15	112	127	11.81%
	2007	14	226	240	5.83%
	2008	7	91	98	7.14%
	2009	6	191	197	3.05%
	2010	6	95	101	5.94%
	2011	5	297	302	1.66%
	2012	1	66	67	1.49%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013	8	313	321	2.49%
	2014		20	20	0.00%
ST0005050 Total		187	2315	2502	7.47%
ST0005051	1993	2	12	14	14.29%
	1994	4	29	33	12.12%
	1995	8	54	62	12.90%
	1996	10	50	60	16.67%
	1997	18	80	98	18.37%
	1998	13	73	86	15.12%
	1999	22	105	127	17.32%
	2000	36	224	260	13.85%
	2001	50	260	310	16.13%
	2002	31	153	184	16.85%
	2003	49	317	366	13.39%
	2004	31	204	235	13.19%
	2005	53	432	485	10.93%
	2006	22	217	239	9.21%
	2007	28	470	498	5.62%
	2008	14	222	236	5.93%
	2009	15	371	386	3.89%
	2010	8	163	171	4.68%
	2011	18	466	484	3.72%
	2012	6	103	109	5.50%
	2013	9	684	693	1.30%
	2014	2	23	25	8.00%
ST0005051 Total		449	4712	5161	8.70%
ST0005052	1993		4	4	0.00%
	1994		3	3	0.00%
	1995	1	4	5	20.00%
	1996	1	3	4	25.00%
	1997	1	3	4	25.00%
	1998	4	4	8	50.00%
	1999	3	6	9	33.33%
	2000	10	8	18	55.56%
	2001	6	20	26	23.08%
	2002	9	9	18	50.00%
	2003	1	20	21	4.76%
	2004	4	23	27	14.81%
	2005	11	27	38	28.95%
	2006	4	21	25	16.00%
	2007	4	36	40	10.00%
	2008	4	14	18	22.22%
	2009	2	17	19	10.53%
	2010		12	12	0.00%
	2011		31	31	0.00%
	2012		14	14	0.00%
	2013	2	28	30	6.67%
	2014		5	5	0.00%
ST0005052 Total		67	312	379	17.68%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005053	1995		1	1	0.00%
	1996		1	1	0.00%
	1997		5	5	0.00%
	1998	1		1	100.00%
	1999		4	4	0.00%
	2000		9	9	0.00%
	2001		4	4	0.00%
	2002		3	3	0.00%
	2003	1	4	5	20.00%
	2004		3	3	0.00%
	2005	1	9	10	10.00%
	2006	1	3	4	25.00%
	2007		6	6	0.00%
	2008		5	5	0.00%
	2009		3	3	0.00%
	2010		1	1	0.00%
	2011		7	7	0.00%
	2012		2	2	0.00%
	2013		13	13	0.00%
ST0005053 Total		4	83	87	4.60%
ST0005054	1993	1	3	4	25.00%
	1994	3	12	15	20.00%
	1995	1	9	10	10.00%
	1996		17	17	0.00%
	1997	6	31	37	16.22%
	1998	3	32	35	8.57%
	1999	10	48	58	17.24%
	2000	26	117	143	18.18%
	2001	28	140	168	16.67%
	2002	19	86	105	18.10%
	2003	32	167	199	16.08%
	2004	17	103	120	14.17%
	2005	30	205	235	12.77%
	2006	27	106	133	20.30%
	2007	16	218	234	6.84%
	2008	12	156	168	7.14%
	2009	13	185	198	6.57%
	2010	6	99	105	5.71%
	2011	8	263	271	2.95%
	2012	7	121	128	5.47%
	2013	6	367	373	1.61%
	2014		10	10	0.00%
ST0005054 Total		271	2495	2766	9.80%
	1993		1	1	0.00%
	1997		1	1	0.00%
	1998		1	1	0.00%
	1999		1	1	0.00%
	2000		3	3	0.00%
	2001	1	2	3	33.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005055	2002		2	2	0.00%
	2003	2	3	5	40.00%
	2004	1	1	2	50.00%
	2005	1	3	4	25.00%
	2006	1	3	4	25.00%
	2007	1	5	6	16.67%
	2008		5	5	0.00%
	2009	1	4	5	20.00%
	2010		3	3	0.00%
	2011		4	4	0.00%
	2012		1	1	0.00%
	2013		7	7	0.00%
	2014		4	4	0.00%
ST0005055 Total		8	54	62	12.90%
ST0005056	1998	1	4	5	20.00%
	1999		9	9	0.00%
	2000	2	3	5	40.00%
	2001	3	8	11	27.27%
	2002		6	6	0.00%
	2003	1	6	7	14.29%
	2004	3	15	18	16.67%
	2005	1	13	14	7.14%
	2006		14	14	0.00%
	2007	3	12	15	20.00%
	2008	2	17	19	10.53%
	2009	6	12	18	33.33%
	2010		12	12	0.00%
	2011	2	36	38	5.26%
	2012		8	8	0.00%
	2013	2	36	38	5.26%
	2014		7	7	0.00%
ST0005056 Total		26	218	244	10.66%
ST0005057	1995		2	2	0.00%
	1996		2	2	0.00%
	1998	1		1	100.00%
	2000		2	2	0.00%
	2001		4	4	0.00%
	2003		4	4	0.00%
	2004		1	1	0.00%
	2005		6	6	0.00%
	2006		3	3	0.00%
	2007		6	6	0.00%
	2008		4	4	0.00%
	2009		5	5	0.00%
	2010		1	1	0.00%
	2011		3	3	0.00%
	2012		3	3	0.00%
	2013		7	7	0.00%
	2014		2	2	0.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005057 Total		1	55	56	1.79%
Grand Total		106559	1011259	1117818	9.53%

Table (b) (1) & (2)(I,ii, & v). Quality Assurance 2017			
	Beginning of Year	Left Program	Added to Program
No. of Inspection stations/lanes operating throughout 2017	228	17	15
Receiving overt performance audits in 2017	218		
Not Receiving overt performance audits in 2017	10		
That have been shut down as a result of overt performance audits	4*		

*Four (4) stations were locked out for failing to comply with viewing monitor issues based on overt visits

Table (b) (2) (v). Results of Equipment Audits*	
Parameter	2017 Result
Total Equipment Audits**	441
Total Stations that Failed Equipment Audit ***	62
Percentage of stations that failed an equipment (gas) audit	14.06%
Number of stations totally shut down as a result of a failed equipment (gas) audit	0
Percentage of stations shut down as a result of failed equipment (gas) audit	0.00%

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

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

*** Failures of initial gas audits only

Table (b)(2)(iii, iv) & (3,8,9). Quality Assurance						
No of Inspection stations/lanes operating throughout 2017	All Test Types (OBD, ASM, TSI)	OBD Tests	ASM Tests	TSI Tests	LMD	MSA
Receiving Covert Audits	634	208	185	192	45	4
Conducted with vehicle set to fail	0	0	0	0	0	0
Conducted with vehicle set to fail any combination of two or more types	0	0	0	0		
Resulting in a False Pass	n/a	0	n/a	n/a		
Resulting in a False Pass for any combination of two or more test types	0	0	0	0		
Total number of Covert vehicles available for undercover audits in 2015	4	-	-	-		
Total number of Covert auditors available for undercover audits in 2015	4	-	-	-		
Total # of Video Surveillance Audits	2,401	Not Available	Not Available	Not Available		

Table (b) (4)(i & ii). Quality Assurance		
	Stations	Inspectors
Suspended as a result of covert audits	13	3
Suspended as a result of video audits	5	22
Suspended for other reasons	133	27

Table (b) (5) Quality Assurance		
Total CTIs Actively Testing Part of Year	488	CTI Activity Information Provided by Applus
Total CTIs Actively Testing All Year	591	
Total CTIs Testing	1079	

Table (d) (1)(v). # of time extensions and exemptions granted to motorists	
Time Extension and Other Exemptions	2,526

Table (d) (3)(i). # and % of subject vehicles that were tested by the initial deadline*		
Deadline	# of Vehicles	% of Vehicles
On Due date	30,038	3.27%
Tested Early	557,433	60.63%
1-30 days late	99,504	10.82%
31-60 days late	44,781	4.87%
61-90 days late	19,603	2.13%
91-120 days late	12,204	1.33%
> 120 days late	155,801	16.95%

* Figures based on 'Noticed' vehicles/tested volume of 919,364

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0000014	Gary Rome Kia	1	2	0	
ST0000020	Cargill Chevrolet Co Inc	1	2	0	
ST0000023	Roberts Chrysler-Dodge	1	2	0	
ST0000034	Bob Valenti Chevrolet - Olds	1	2	0	
ST0000036	Hoffman Auto Group	1	1	0	
ST0000107	King Olds-Cadillac-GMC	1	2	0	
ST0000112	Brustolon Buick-Pont-GMC	1	3	1	
ST0000132	Middletown Toyota Inc	1	2	1	
ST0000171	Oneills Chevrolet Buick Inc	1	2	0	
ST0000193	M J Sullivan Automotive Corner	1	2	0	
ST0000229	Hartford Toyota Superstore	1	2	0	
ST0000326	Midas of Bloomfield	1	2	2	
ST0000329	Firestone Complete Auto Care	1	3	0	
ST0000359	Laurel Automotive	1	2	0	
ST0000386	Hamelin and Sons Inc	1	2	1	
ST0000412	Arnolds Garage	1	2	0	
ST0000434	Midas Muffler Inc	1	2	0	
ST0000469	Lees Auto Center Inc	1	2	0	
ST0000493	Midas of Farmington	1	2	2	
ST0000516	Hallmark Tire Co Inc	1	2	0	
ST0000520	Farmington Motor Sports Inc	1	2	0	
ST0000525	Firestone Complete Auto Care Inc	1	2	1	
ST0000557	Kensington Auto Service LTD	1	2	0	
ST0000581	J and M Motor Sports	1	2	1	
ST0000616	Firestone Complete Auto Care Inc	1	2	0	
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**
ST0000697	Firestone Complete Auto Care Inc	1	2	0	
ST0000725	Story Bros Inc	1	2	1	
ST0000776	Anthonys Service Station Inc	1	0	0	
ST0000790	Farm Car Care Center Inc	1	2	0	
ST0000963	Firestone Complete Auto Care Inc	1	2	0	
ST0000969	Meineke Car Center	1	2	0	
ST0000972	Mad Hatter Auto Repair	1	2	0	
ST0000986	Suburban Tire and Auto Service	1	2	0	
ST0000994	Tolland Citgo	1	2	0	
ST0001010	Small Town Auto Repair	1	2	0	
ST0001056	Scatas Auto and Truck Repairs Inc	1	2	0	
ST0001095	Prospect Foreign Car Center Inc	1	2	0	
ST0001193	Herbs Auto Electric Inc	1	2	0	
ST0001216	Wethersfield Automotive LLC	1	2	0	
ST0001235	Valvoline Instant Oil Change	1	2	0	
ST0001253	Midas of West Hartford	1	2	0	
ST0001264	Mikes Auto Service	1	2	0	
ST0001267	Mirabelli Automotive LLC	1	3	0	
ST0001284	Modern Tire and Auto Service	1	2	0	
ST0001294	Modern Tire and Auto Service	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0001299	B and S Automotive Inc	1	2	0	
ST0001363	Midas	1	0	0	
ST0001371	Coxs Service Station	1	2	0	
ST0001401	Nutmeg Auto Service Inc	1	2	0	
ST0001423	Midas of Hartford	1	2	0	
ST0001511	T and B Motor Sales and Service Inc	1	2	0	
ST0001519	Raymonds Auto Repair	1	2	0	
ST0001594	Town Hill Auto	1	2	0	
ST0001615	Firestone Expert Tire Center	1	2	1	
ST0001660	Midas Auto Service	1	2	1	
ST0001662	Meineke Car Care Center	1	2	1	
ST0001692	Ledyard Auto LLC	1	2	0	
ST0001704	Precision Motors Inc	1	2	0	
ST0001730	Hometown Auto LLC	1	1	0	
ST0001767	Firestone Complete Auto Care Inc	1	2	0	
ST0001799	All Pro Automotive	1	2	0	
ST0001805	Plainfield Shell	1	1	1	
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	1	
ST0001944	Branford Auto Center	1	2	0	
ST0001970	Anderson Tire and Auto Service	1	2	0	
ST0002018	D and R Automotive LLC	1	2	1	
ST0002026	Desmonds Auto Sales	1	2	0	
ST0002060	Cromwell Automotive	1	2	0	
ST0002070	Firestone Complete Auto Care	1	3	1	
ST0002133	Firestone Complete Auto Care Inc	1	2	1	
ST0002141	Fairfield Tire and Auto Center LLC	1	2	0	
ST0002149	Meineke	1	2	0	
ST0002153	Sport Hill Service Station Inc	1	2	0	
ST0002181	Auto Associates Inc	1	0	0	
ST0002233	Cos Central Auto	1	2	0	
ST0002267	Harte Family Motors Inc	1	2	0	
ST0002330	Belltown Motors	1	2	0	
ST0002358	Computer Tune and Lube Inc	1	2	1	
ST0002365	Midas Auto Service of Middletown	1	2	0	
ST0002373	Personal Auto Care Service Center Inc	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0002380	New Image Automotive	1	0	0	
ST0002419	Roberts Service Center Inc	1	2	1	
ST0002467	Meineke Discount Muffler	1	3	0	
ST0002493	Amaral Motors Inc	1	2	2	
ST0002540	J P Automotive LLC	1	2	0	
ST0002560	Tech 1 Automotive LLC	1	2	0	
ST0002573	Oceanside Auto LLC	1	2	2	
ST0002578	Grossman Chevrolet	1	1	0	
ST0002593	Bens Service Center	1	2	0	
ST0002631	Portland Automotive Inc	1	2	0	
ST0002651	East Coast Car Care	1	2	0	
ST0002672	AJs Center Service Inc	1	2	0	
ST0002740	Mad Hatter Muffler	1	2	0	
ST0002822	Frenchys Auto Repair Inc	1	2	0	
ST0002830	Nelsons Automotive Service Center LLC	1	2	0	
ST0002880	Broadbridge Auto Service Inc	1	2	1	
ST0002884	Don Schiffers Auto Service Inc	1	2	0	
ST0002915	Midas Auto Service of Westbrook	1	2	0	
ST0002919	Meineke Discount Mufflers	1	2	0	
ST0002964	Swanson Automotive	1	2	1	
ST0002975	Torello Tire Company Inc	1	1	1	
ST0003106	Campbell Motor Sales Inc	1	2	0	
ST0003107	Chucks Garage	1	2	0	
ST0003190	Partyka Chevrolet Inc	1	2	1	
ST0003192	Dougan Automotive LLC	1	2	1	
ST0003225	Tire Doctor	1	1	0	
ST0003253	Quick Lane Tire and Auto Center	1	2	0	
ST0003292	Joeys Capitol-Wood Service Center	1	2	1	
ST0003432	E and S Automotive Operations LLC	1	4	2	
ST0003437	Monro Muffler Brake	1	4	2	
ST0003449	Boston Ave Auto Getty	1	2	0	
ST0003458	Knechts Garage Inc	1	2	0	
ST0003475	Firestone Tire and Service Center	1	2	0	
ST0003483	Breezy Point Auto Repairs Inc	1	2	0	
ST0003498	Model Garage Inc	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0003548	Montambaults Inc	1	2	0	
ST0003587	Pep Boys	1	2	0	
ST0003592	Superior Transmissions Inc	1	3	1	
ST0003662	United Auto Sales and Service Inc	1	2	0	
ST0003732	Litchfield Hills Motorsports LLC	1	2	0	
ST0003739	Bennett Motor Werks	1	2	0	
ST0003746	Sunshine Car Repair	1	2	0	
ST0003759	Litchfield County Marine Auto LLC	1	2	1	
ST0003767	Mezzio Auto Body Repair	1	2	1	
ST0003876	The Quiet Zone	1	2	0	
ST0003939	Abate Auto Body and Collision	1	2	0	
ST0003943	Bahr Auto Repair	1	2	0	
ST0003976	The Quiet Zone	1	2	0	
ST0003988	Valenti Motors Inc	1	2	1	
ST0003997	Murray Bros Garage Inc	1	2	0	
ST0004004	Belardinelli Tire Comp	1	3	0	
ST0004016	Firestone Tire and Service Center	1	2	0	
ST0004065	Mohawk West Tire And Auto Center	1	3	2	
ST0004105	E M Auto Repair LLC	1	2	0	
ST0004107	Federal Towing and Car Center	1	2	1	
ST0004111	Wilton Mobil	1	2	0	
ST0004170	New Fairfield Automotive Inc	1	2	0	
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	
ST0004257	New Canaan Ave Service	1	2	1	
ST0004262	The Briggs Tire Co Inc	1	2	0	
ST0004298	Hank Mays Goodyear	1	2	0	
ST0004375	Copps Hill Shell Inc	1	2	0	
ST0004377	Limestone Service Station Inc	1	2	0	
ST0004390	Westport Auto Repair LLC	1	2	0	
ST0004405	Weston Service Center	1	1	0	
ST0004480	Firestone Tire and Service Center	1	2	0	
ST0004541	Sotires Auto Diagnostic Center	1	1	0	
ST0004592	Avery Brothers Inc	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0004615	Firestone Tire Service Center	1	2	0	
ST0004628	Firestone Tire and Service Center	1	2	1	
ST0004696	Long Ridge Service	1	2	0	
ST0004710	Middlesex Auto Center	1	2	0	
ST0004713	Milex Auto Repair	1	2	0	
ST0004722	Lube Express	1	2	0	
ST0004739	Precision Motor Coach LLC	1	2	0	
ST0004745	R K Rogers LTD Inc	1	2	1	
ST0004764	Suburban Subaru	1	2	1	
ST0004769	The Quiet Zone Your complete car care center	1	2	0	
ST0004788	West High Service Station Inc	1	2	0	
ST0004817	High Tech Auto	1	2	0	
ST0004828	Waterbury Tire and Auto	1	2	0	
ST0004837	Car Tune	1	2	0	
ST0004839	Hank Mays Goodyear	1	3	1	
ST0004847	Hebron Quick Lube LLC	1	2	0	
ST0004854	Valvoline Instant Oil Change	1	2	0	
ST0004866	Lee Myles Transmission	1	2	0	
ST0004867	Foxy Fast Lube LLC	1	2	0	
ST0004870	Middlebury Garage	1	3	0	
ST0004875	Showroom Auto Center	1	1	0	
ST0004888	K Town Automotive LLC	1	2	0	
ST0005000	Firestone Complete Auto Care Inc	1	2	0	
ST0005001	Bundy Motors	1	2	1	
ST0005002	Pep Boys Auto	1	2	1	
ST0005003	CarMax Auto Superstore Inc	1	2	0	
ST0005004	Modern Tire And Auto Service	1	2	0	
ST0005006	Economy Oil Change	1	2	0	
ST0005008	Alfano Nissan	1	0	0	
ST0005010	Jims Auto Sales and Service	1	2	0	
ST0005011	Thompson Auto Care LLC	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0005013	Valvoline Instant Oil	1	3	1	
ST0005014	Tires International	1	2	0	
ST0005016	Stillys Automotive LLC	1	2	0	
ST0005017	Brickel Automotive	1	2	0	
ST0005018	Firestone Complete Auto	1	2	0	
ST0005019	Meineke Car Care	1	2	0	
ST0005020	Keating Automotive	1	2	1	
ST0005021	P N Auto	1	2	0	
ST0005022	Danbury Auto	1	2	0	
ST0005023	Tasca Ford	1	2	0	
ST0005024	Central Connecticut Tire Service	1	2	1	
ST0005025	Marvin's Midway Auto	1	2	0	
ST0005027	Falbo's Tire and Auto Center	1	2	0	
ST0005028	Firestone - Branford	1	2	1	
ST0005029	Precision Performance Inc	1	2	1	
ST0005030	Nissan of Norwich	1	2	0	
ST0005031	Moe's Tire and Auto	1	2	0	
ST0005032	A1 Complete Autocare LLC	1	2	0	
ST0005033	Midas - Norwalk	1	2	0	
ST0005034	ProTech Automotive	1	0	0	
ST0005035	A1 Autos LLC	1	2	0	
ST0005036	Firestone - West Haven	1	2	0	
ST0005037	Anthony's High Tech Auto Center - New Haven	1	2	0	
ST0005038	New England Auto World	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0005039	L&S Automotive LLC	1	2	0	
ST0005040	Anthony's High Tech Auto Center - Milford	1	2	0	
ST0005041	Rose Brother's Garage	1	2	1	
ST0005042	Jerry's Auto Care Center	1	0	0	
ST0005043	T&S Oil Company	1	2	1	
ST0005044	R.J. Shore Automotive, LLC	1	2	1	
ST0005045	Skytop Motors LLC	1	3	1	
ST0005046	J & J Auto Repair LLC	1	2	0	
ST0005047	East Coast Auto Sales	1	2	0	
ST0005048	Supreme Auto LLC	1	1	0	
ST0005049	New Image Automotive	1	2	1	
ST0005050	Guilford Texaco Inc	1	2	1	
ST0005051	Anthony's Service Station	1	2	0	
ST0005052	South Green Automotive	1	1	0	
ST0005053	Northeast Tire Service LLC	1	0	0	
ST0005054	Torello Tire & Auto Repair	1	1	0	
ST0005055	Med-X Enterprises, Inc	1	1	1	
ST0005056	Saybrook Auto Barn	1	1	0	
ST0005057	R.J. Shore Automotive, LLC	1	1	0	
Totals			**441**	**62**	
FL0001001	City of Bristol DPW	1	N/A	N/A	OBDII Only
FL0001002	Aquarion Water Company	1	N/A	N/A	OBDII Only
FL0001003	Regional Water Authority	1	N/A	N/A	OBDII Only
FL0001006	Hunter Ambulance Service	1	N/A	N/A	OBDII Only
FL0001007	New Haven Police	1	N/A	N/A	OBDII Only
FL0001008	Cablevision Systems Corp	1	N/A	N/A	OBDII Only
FL0001009	Cablevision Systems Corp	1	N/A	N/A	OBDII Only
FL0001011	University of Hartford	1	N/A	N/A	OBDII Only
FL0001014	State of Connecticut	1	N/A	N/A	OBDII Only
FL0001015	State of Connecticut	1	N/A	N/A	OBDII Only
FL0001016	State of Connecticut	1	N/A	N/A	OBDII Only
FL0001017	City of Waterbury	1	N/A	N/A	OBDII Only
FL0001033	State Police Colchester	1	N/A	N/A	OBDII Only

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

Enforcement Report: (d) (1), (2), & (3) – 2016

(d) Enforcement Report –

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

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

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

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

Connecticut's compliance rate is 99% for 2017.

Connecticut's SIP commits the State to achieve a 96% compliance rate for the vehicles subject to I/M requirements. For 2017, Connecticut calculated the compliance rate using registration denials for failure to meet the requirement of the I/M program for registration renewal applications that were mailed into the CT DMV. In 2017, 621,431 renewal applications were sent into CT DMV and 6,609 were denied due to I/M compliance status. The result is a 98.94% compliance rate. These compliance rates are similar to those reported in previous year's reports.

(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 2017, 621,431 renewal applications were sent into CT DMV and 6,609 were denied due to I/M compliance status.

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

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

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

Addressed in (d) (3) (i)

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

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

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

Connecticut's program uses both registration denial and late fee assessment to enforce emission inspection compliance. It is impossible to renew registration without passing the I/M test.