dKC **de la Torre Klausmeier Consulting**

1401 Foxtail Cove
Austin, TX 78704
(512) 447-3077
E-mail: delaklaus@aol.com

ANNUAL EVALUATION OF CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2016

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 I/M reports per 40 CFR 51.366. This report addresses data collected from January 1, 2016 through December 31, 2016. Comments provided by the United States Environmental Protection Agency (EPA) on Connecticut's 2015 Annual Report are addressed by this report.

EPA provided a checklist (Appendix A), which identified the data elements to be included in this report. The required data, including data collected during 2015 and earlier years, and reports from previous years have been submitted to EPA. The 2016 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. This program is responsible for 8 of the 40 tons per day reduction in on-road vehicle emissions of VOCs and NOx that is projected to occur by 2017, as calculated for Connecticut's 8-Hour Ozone Attainment Demonstration for the 2008 NAAQS.[1]

The emission reductions from the I/M program are an essential element of Connecticut's clean air strategy going forward. On April 11, 2016 EPA determined that eleven Marginal nonattainment areas did not attain the 2008 ozone standards by the July 20, 2015 attainment date and these areas do not qualify for a 1-year attainment date extension. EPA also determined these areas must be reclassified as Moderate nonattainment based on their 2012-2014 air quality data. Both the Greater Connecticut and the New York-Northern New Jersey-Long Island (NY-NJ-CT) nonattainment areas were identified by EPA [2] and reclassified as Moderate nonattainment effective on June 3, 2016. Additionally, on October 1, 2015 EPA strengthened the 2015 Ozone NAAQS to 70 parts per billion (ppb) from 75 ppb. Upon implementation of the tighter 2015 standard, Connecticut will need to

[1] Revision to Connecticut's State Implementation Plan, 8-Hour Ozone Attainment Demonstration for the Greater Connecticut Nonattainment Area, Technical Support Document, Connecticut Department of Energy and Environmental Protection January 2017
http://www.ct.gov/deep/lib/deep/air/ozone/ozoneplanningefforts/EnclosureAGreaterCTAD.pdf

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

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.[3] These strategies may include: adopting the California aftermarket catalytic converter rule, promoting electric and 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:

- Approximately 9.5% of vehicles failed their initial emissions test and 11% of these vehicles also failed their first retest in 2016.
- DMV and Applus perform extensive quality assurance checks on the program. Evaluation of these quality assurance data demonstrates that the program performs accurate inspections.
- Connecticut's anti-fraud efforts are models for other I/M programs. Connecticut conducted audits at all stations as part of an extensive anti-fraud program. For example, Connecticut conducted 2,412 video surveillance audits and 620 covert audits during 2016. 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.[4]
- 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 process to determine the compliance rate for the I/M program based on the number registration denials due to failure to be in compliance with the I/M program from registration renewal requests mailed to the CT DMV. According to this method Connecticut has a compliance rate of 99.27%, which is in line with past reported compliance rates.

[3] 2014 EPA National Emissions Inventory

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

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.

1.0 Introduction

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

Connecticut's I/M program provides greater emission reductions than any other state implemented clean air strategy. Estimates indicate that this program is responsible for 8 of the 40 tons per day reduction in on-road vehicle emissions of VOCs and NOx that is projected to occur by 2017, as calculated for Connecticut's 8-Hour Ozone Attainment Demonstration for the 2008 NAAQS.[5] The emissions reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts and important as part of a cost effective and balanced strategy that includes reductions from stationary, area and mobile source sectors.

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

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

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[5] Revision to Connecticut's State Implementation Plan, 8-Hour Ozone Attainment Demonstration for the Greater Connecticut Nonattainment Area, Technical Support Document, Connecticut Department of Energy and Environmental Protection, January 2017
http://www.ct.gov/deep/lib/deep/air/ozone/ozoneplanningefforts/EnclosureAGreaterCTAD.pdf

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

Connecticut began evaluating emissions of oxides of nitrogen[7] (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 visual emission control component check. In 1998, Connecticut began testing 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.[8] 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 new 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 can detect malfunctions or deterioration of emission control components, often well before the motorist becomes aware of any problem through vehicle performance feedback. Inspecting vehicles by reading the OBDII system codes identifies vehicles with serious emission control malfunctions more accurately and cost-effectively than traditional tailpipe tests, and provides technicians with diagnostic data necessary to repair those malfunctions. Diesel powered vehicles having a GVWR of 10,000 lbs. or less, receive tests for exhaust opacity (i.e., smoke), if they cannot receive OBDII tests. OBDII evaluates on a pass/fail basis, so evaluating OBDII test results presents special challenges, since tailpipe emission results are not available for each vehicle.

In 2011, Connecticut upgraded equipment and computer systems to correct equipment problems within the previous system. 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

[7] 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.

[8] By the end of 2016 there were 217 stations.

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.

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[9] and PCTSI[10] 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[11]) is commanded-on;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure[12]);
- The number of readiness monitors that are not ready exceed EPA's limit[13]:
    - 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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[9] Acceleration Simulation Mode Test Procedures, Emission Standards, Quality Control Requirements, and Equipment Specifications, July, 1996.

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

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

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

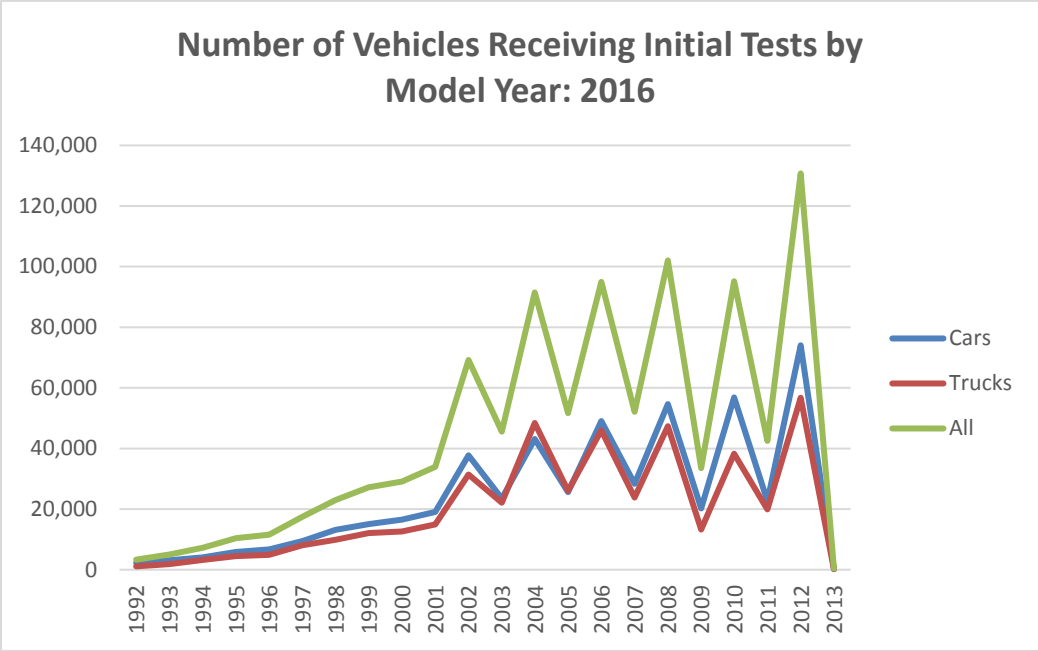
[13] OBDII systems have up to 11 diagnostic monitors, which run periodic tests on specific systems and components to ensure that they are performing within their prescribed range. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have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

Summary of Fail Rates for Gasoline-Powered Vehicles

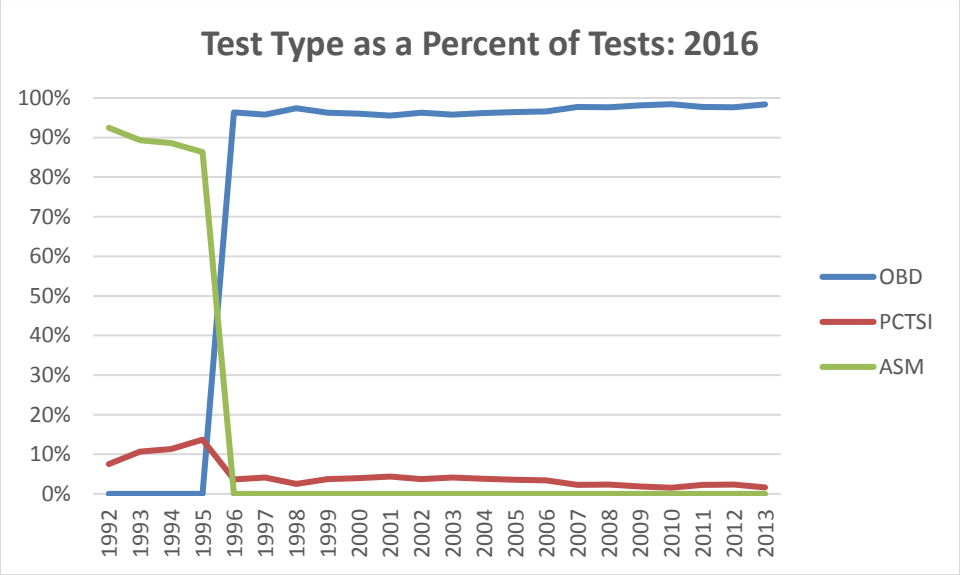
The following table is a summary of test results from January 1, 2016 to December 31, 2016. In 2016, 962,930 gasoline-powered vehicles received initial tests. The table below shows failure rates in 2016 for different tests that are performed on gasoline powered vehicles. This table shows results for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

Failure Rates for Gasoline Powered Vehicles

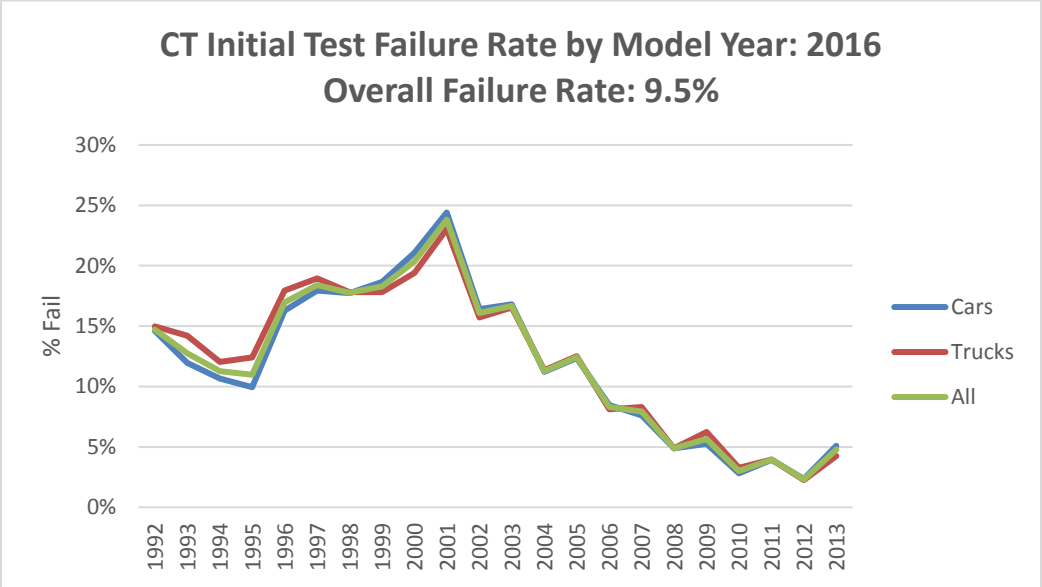
Test Type	Parameter	2016
OBDII	% Fail Initial (any reason)	9.5%
	% Fail for MIL Commanded-on	5.3%
	% Fail First Retest	10.5%
ASM	% Fail Initial	11.3%
	% Fail First Retest	24.2%
PCTSI	% Fail Initial	7.8%
	% Fail First Retest	13.6%
Gas Cap	% Fail Initial	6.0%
	% Fail First Retest	6.6%
All Tests	% Fail Initial	9.5%
	% Fail First Retest	11.0%



This chart shows 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. All vehicles have a 10,000 lbs. or less GVWR. The increase in inspections for the 2012 model year was due to higher sales.

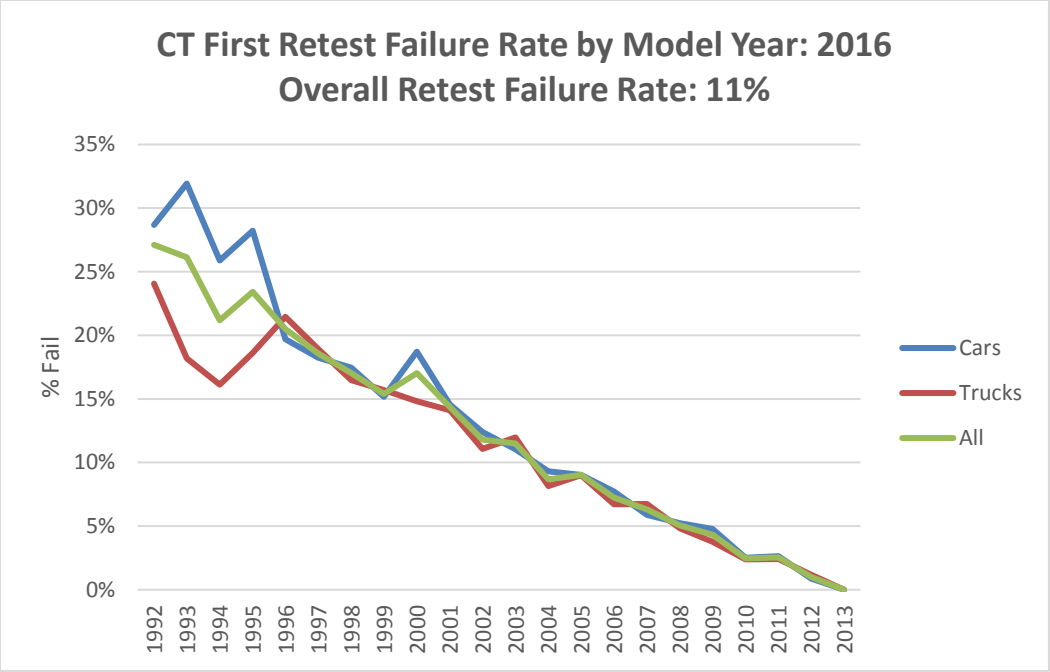


This chart shows the total number of inspections by vehicle model year and final inspection method. Most 1996 and later MY vehicles received OBDII tests. A small percent (3%) of these vehicles did not receive OBDII tests because they were vehicles over 8,500 lbs. GVWR without OBDII systems. All of these vehicles received PCTSI tests.

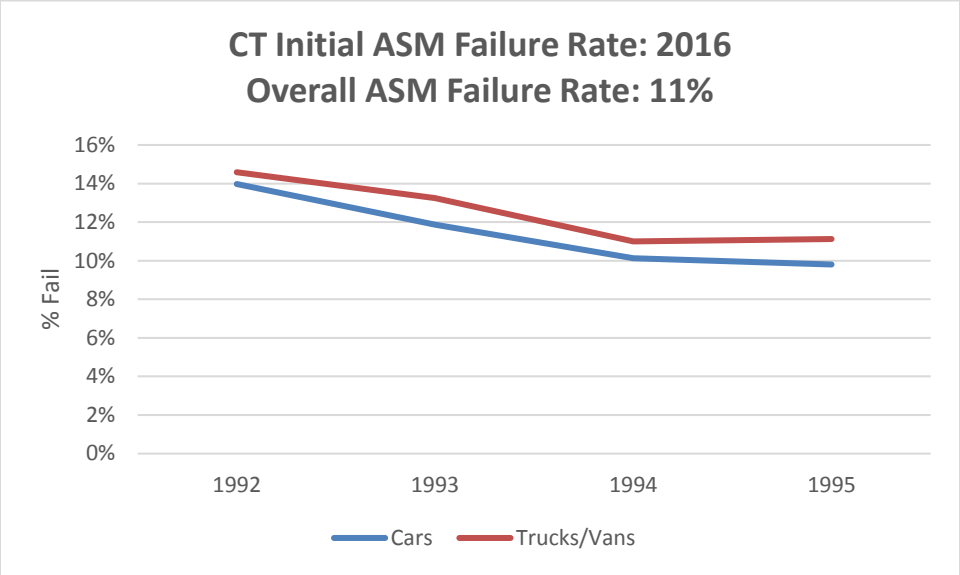


This chart shows the overall percentage of vehicles that failed the tailpipe test, gas cap test, visual emission control component test, or the OBDII test. Some vehicles failed more than one inspection component. As expected, the failure rate is generally lowest for new vehicles. The failure rate for cars and trucks spiked upwards for 1996 model year vehicles, due to increased stringency associated with the implementation of the OBDII test. Compliance with the OBDII test is considered to be more difficult than compliance with the ASM2525 or PCTSI test. Another spike occurs in 2001, due to more stringent readiness standards. The relatively high initial failure rate for the 2013 model year vehicles in 2016 is due to the fact that over half of these vehicles tested were owned by dealers, based on the plate type in the database. Vehicles owned by dealers typically have high not ready rates because their batteries are often insufficiently charged, due to disconnection or otherwise limited use.[14]

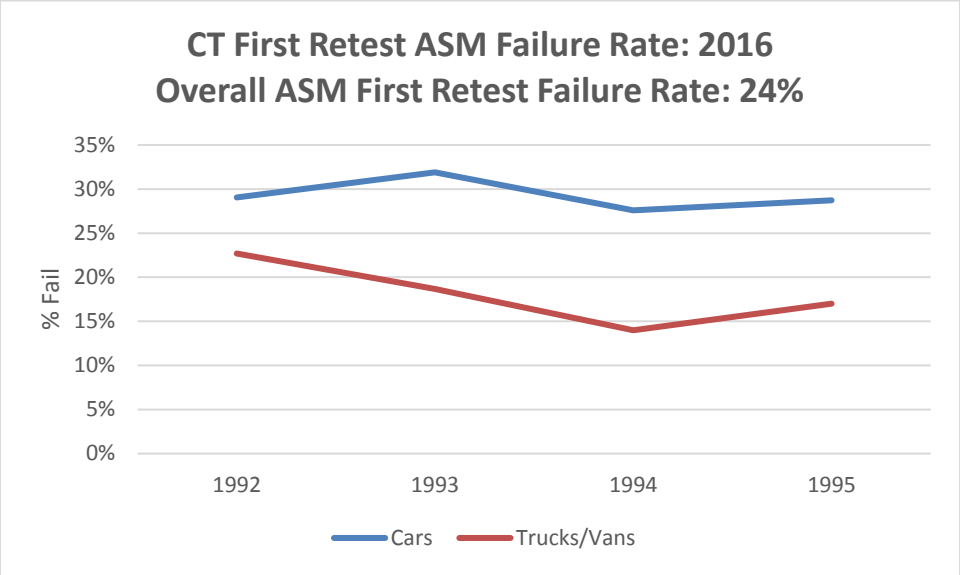
[14] Readiness status for all monitors sets to not ready when a vehicle's battery is disconnected.



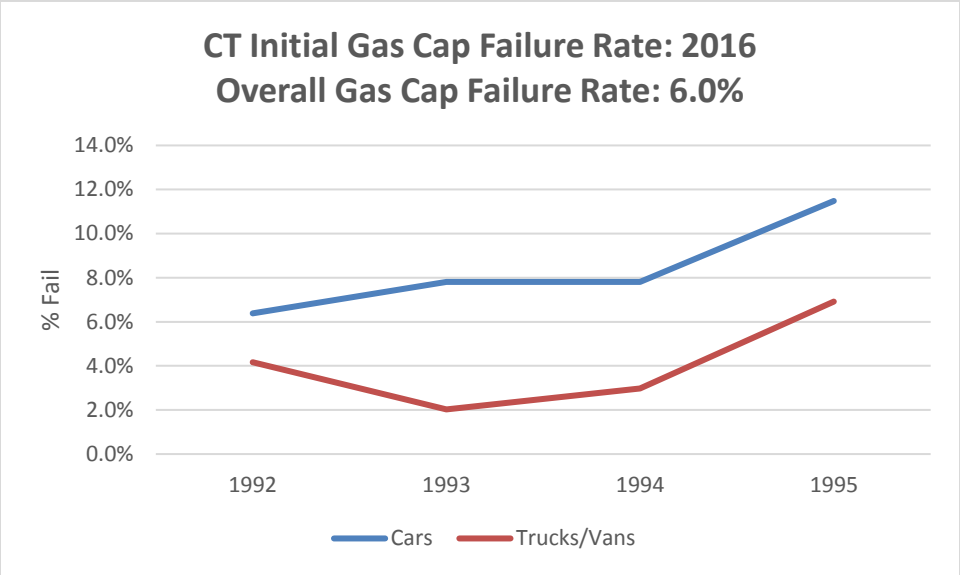
This chart shows the percent of vehicles by model year that failed their first retest. The retest failure rate is highest for the older model year vehicles, which is typical. Overall, 11% of the vehicles tested failed their first retest.



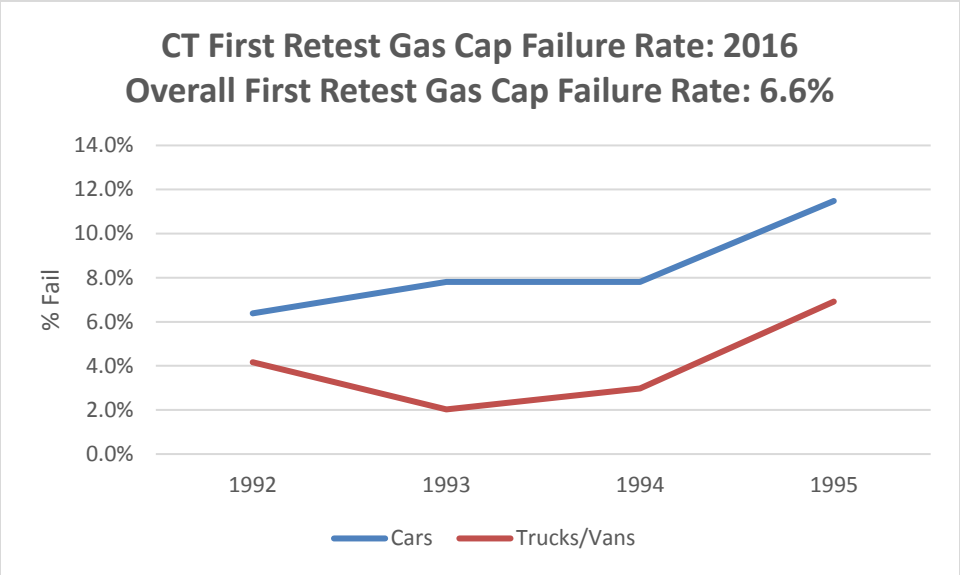
This chart shows failure rates by vehicle model year for the ASM2525 test. The average ASM2525 test failure rate for all vehicles was 11% in 2016. Typically, a higher failure rate for older model year vehicles is expected. No 1996 and newer model year vehicles received ASM2525 tests.



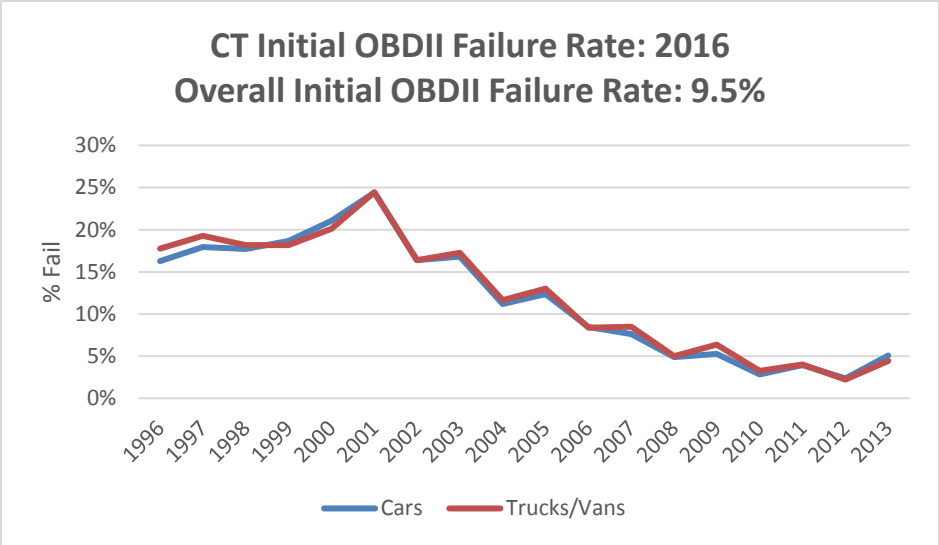
This chart shows the percentage of vehicles by vehicle model year that failed their first ASM2525 retest. Overall, 24% of the vehicles failed the first ASM test.



This chart shows the gas cap pressure test failure rate by vehicle model year. Overall, 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.

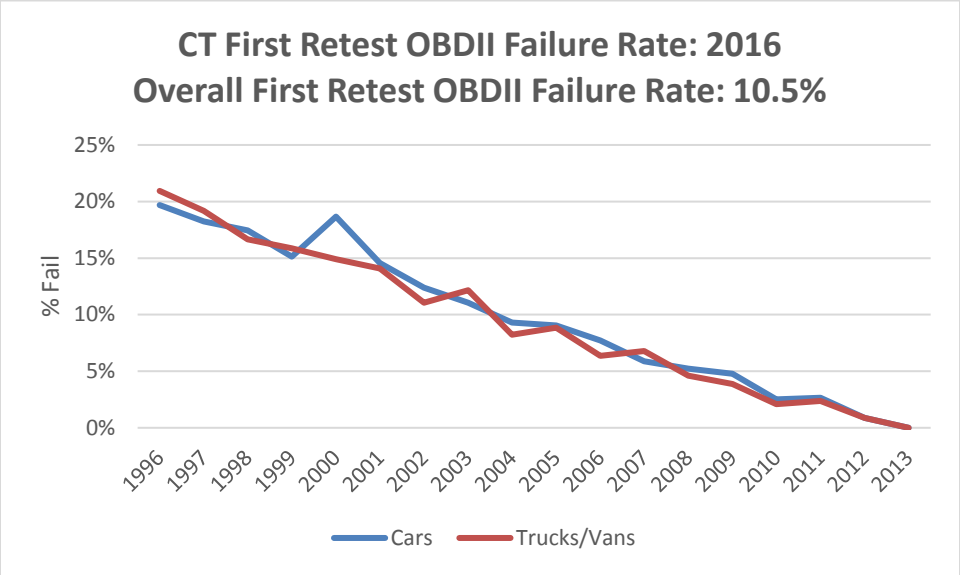


This chart shows the gas cap retest failure rate by vehicle model year. Overall, 6.6% of the vehicles fail the first gas cap retest.

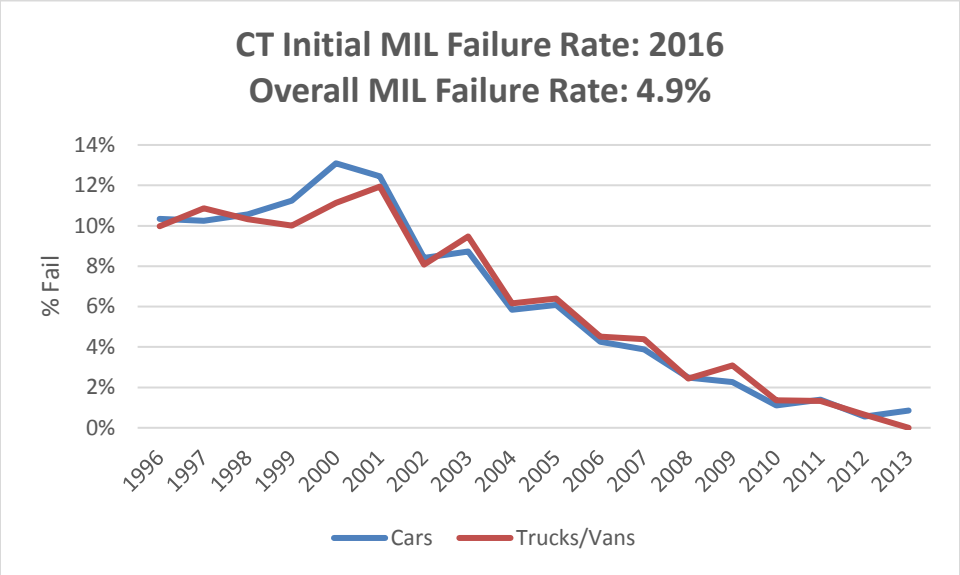


This chart shows failure rates by vehicle model year for the OBDII test. In 2016, the average OBDII test failure rate for all vehicles was 9.5%. 2001 and later models have more stringent readiness requirements, which explains the elevated failure rate for 2001 model year vehicles.[15] The increase in failure rates for 2013 model year vehicles in 2016 reflects a high "not-ready" rate for these models. The high initial failure rate for 2013 model year vehicles in 2016 is due to the fact that about 1/3 of these vehicles were owned by dealers. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected while sitting on the lot or from preparing the vehicle for sale.[16]

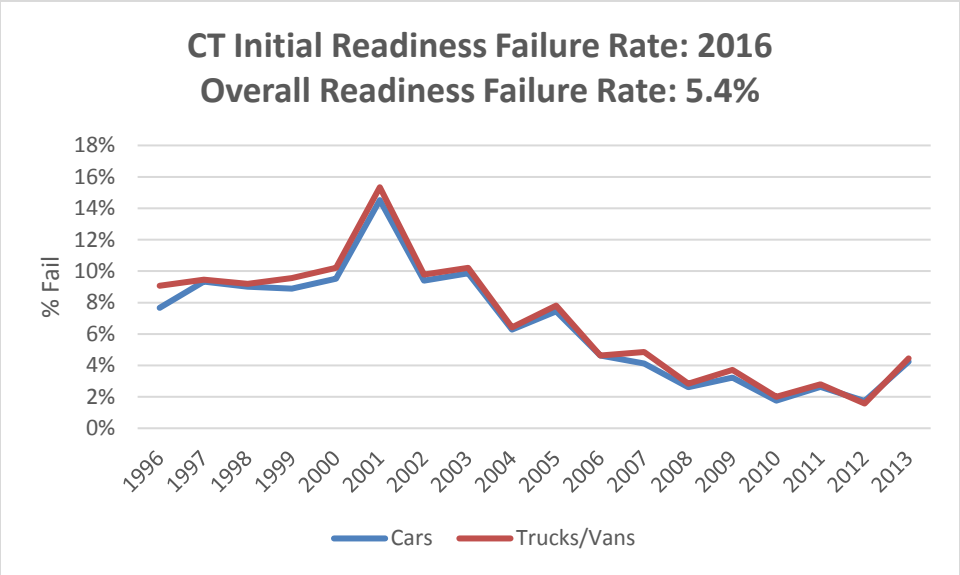
[15] EPA requires that the 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles.
[16] Readiness status for all non-continuous monitors sets to not ready when a vehicle's battery is disconnected.



This chart shows 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.

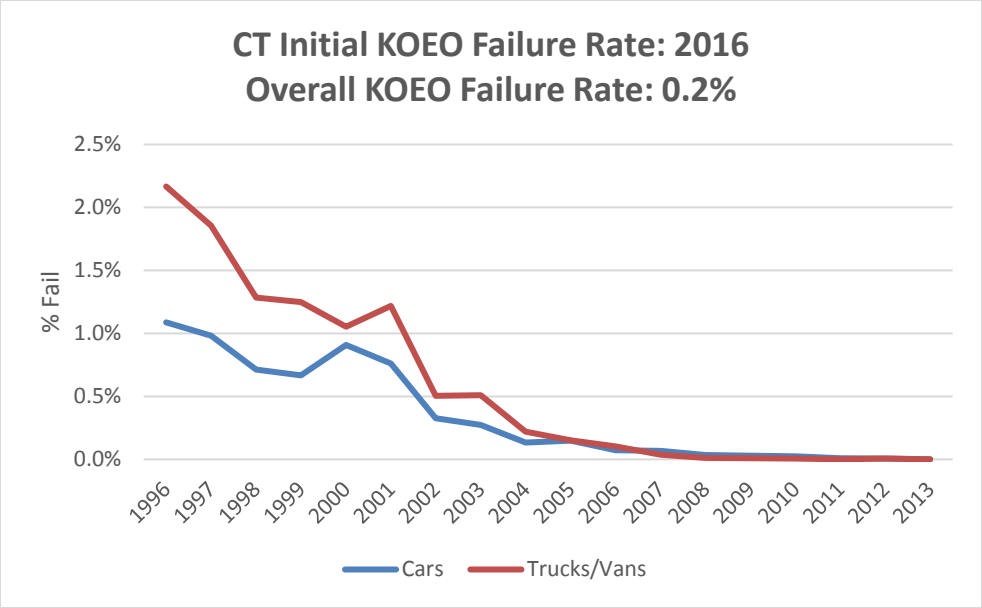


This chart shows the percentage of vehicles that fail the MIL command check that's part of the OBDII test. Most OBDII failures are for the MIL Command check. The average MIL failure rate for all vehicles was 4.9%. This graph shows that older model year vehicles have a higher failure rate, as expected.

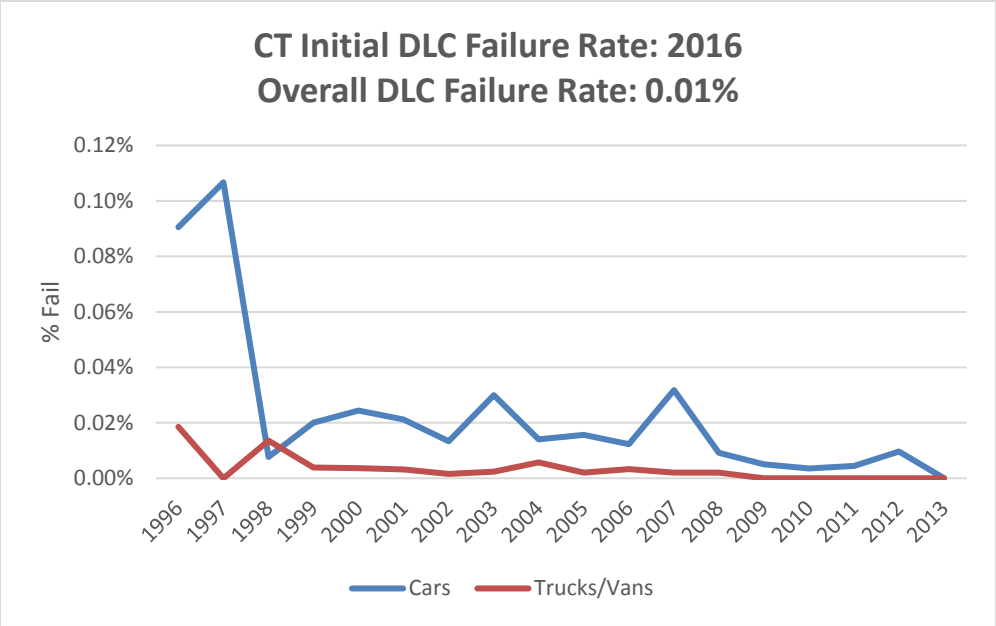


This chart shows the percentage of vehicles that exceed EPA's readiness criteria. OBDII systems must indicate whether or not the OBD has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBDII system. EPA requires that 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the elevated failure rate for 2001 model year vehicles. The higher "not ready" rate for 2013 models in 2016 is due to the fact that about 1/3 of the 2013 vehicles tested were owned by dealers. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected while sitting on the lot or from preparing the vehicle for sale.[17] Overall, 5.4% of the vehicles failed EPA's readiness criteria.

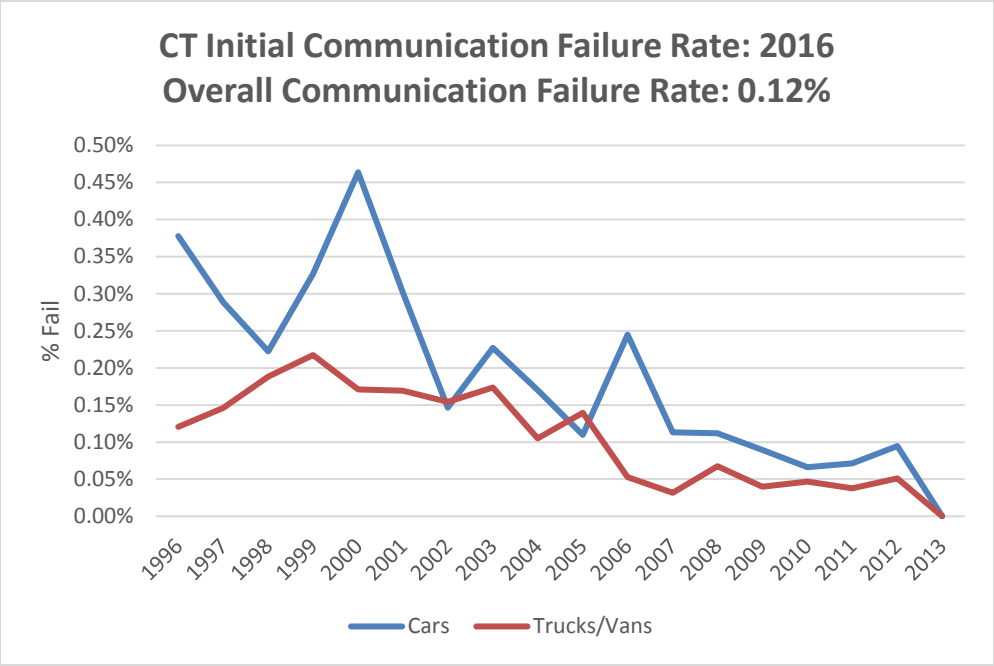
[17] Readiness status for all non-continuous monitors sets to not ready when a vehicle's battery is disconnected.



This chart shows failure rates by vehicle model year for the Key-On Engine-Off (KOEO) test, which is part of the 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%.



This chart shows 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.



This chart shows the percentage of vehicles that failed to communicate with the OBDII test equipment. The no communication rate has dropped significantly with the new OBDII interface that was installed in 2011. In 2011, 0.71% of the vehicles that failed to communicate with the OBDII test equipment. In 2016, the no communication rate for gasoline powered vehicles dropped to 0.12%.

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

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

Pass/Fail Criteria

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

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

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

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

Summary of Failure Rates for Diesel-Powered Vehicles

Following is a summary of test results for the January 1, 2016 to December 31, 2016 period. In 2016, 9,617 diesel-powered vehicles received opacity tests, and an additional 4,892 vehicles received OBDII tests. The table below shows failure rates in 2016 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
OBDII	% Fail Initial	12.4%
	% Fail First Retest	6.9%
MSA	% Fail Initial	5.2%
	% Fail First Retest	31.4%
LMD	% Fail Initial	1.5%
	% Fail First Retest	11.8%

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. Upon completion of VW’s buyback and repair efforts, Connecticut does not anticipate that the remaining number of these vehicles will significantly impact air quality.

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 2016. 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.

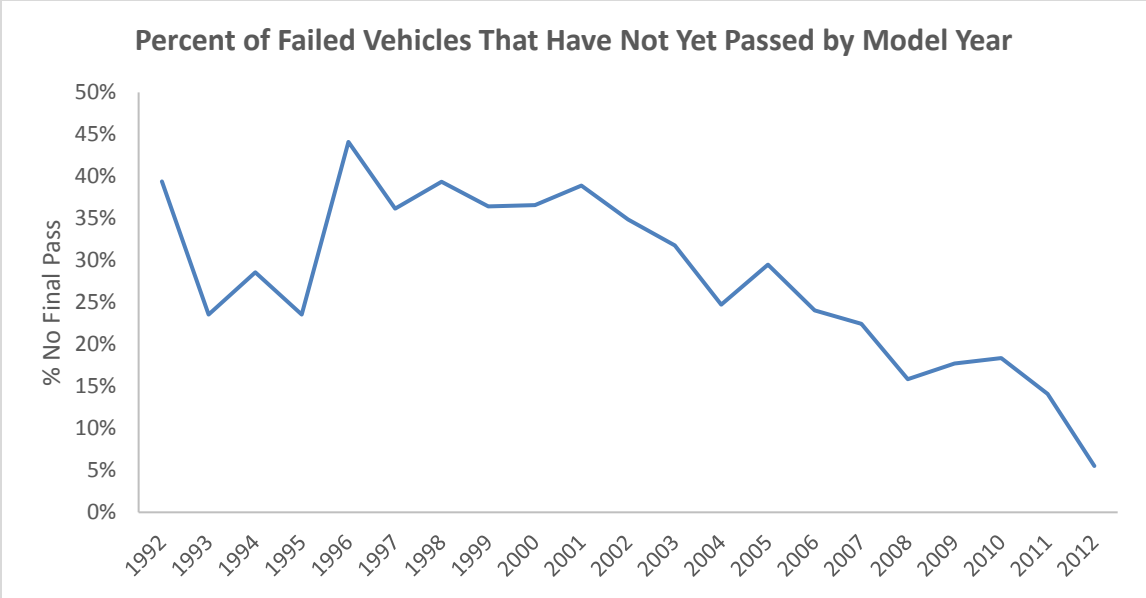
Subject vehicles, which failed the I/M test in January 2016, were tracked through December 31, 2016 to determine their final outcome. Results are shown in the table and figure below. 29% of the failures during this period had not yet received a passing result or waiver. This is a slight improvement over 2015 where 31% of the failures had yet to pass.

EPA's comments on the 2014-15 Biennial 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 29% in 2016. 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 2016
with No Final Passing Result

Model Year	Initial Fail	Final Retest Pass	% No Final Pass
1992	33	20	**39%**
1993	68	52	**24%**
1994	77	55	**29%**
1995	102	78	**24%**
1996	195	109	**44%**
1997	343	219	**36%**
1998	353	214	**39%**
1999	472	300	**36%**
2000	536	340	**37%**
2001	758	463	**39%**
2002	625	407	**35%**
2003	683	466	**32%**
2004	785	591	**25%**
2005	549	387	**30%**
2006	645	490	**24%**
2007	343	266	**22%**
2008	353	297	**16%**
2009	158	130	**18%**
2010	234	191	**18%**
2011	149	128	**14%**
2012	290	274	**6%**
2013	1	0	**100%**
Grand Total	**7,752**	**5,477**	**29%**



This chart shows the percentage of vehicles that failed the emission test in January 2016 and never ultimately passed by the end of 2016. 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	977,440
# failing initial tests	92,514
# that pass retests[18]	74,239
Percent of vehicles that pass	98.13%

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, which is similar to reported compliance rates in previous year's reports. A slight decrease in registration denials from previous years can be attributed to the new registration renewal forms

[18] The number of vehicles that passed retests in 2016 included vehicles that failed in 2015.

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

Preventing Circumvention of Connecticut's I/M Requirement

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

- **Circumventing I/M Tests in Connecticut –** Circumventing I/M tests in Connecticut is nearly impossible. First, Connecticut implements the I/M program on a statewide basis. Second, Connecticut tests all fuel types, including hybrids, so motorists cannot avoid inspection by changing fuel type. It may be possible to avoid inspection by registering the vehicle with a GVWR greater than 10,000 lbs., but likely is limited in scope due to the added expense. The majority of vehicles registered with an incorrect GVWR are those where the vehicle owner registers the vehicle at a lower weight to avoid the added expense and would not be emission eligible (>10,000 lbs.) with their corrected weight.
- **Detection and Enforcement Against Motorists That Falsely Change Vehicle Classifications To Circumvent Program Requirements –** Historically, 99% of the vehicles subject to emissions testing in Connecticut are in the Passenger, Commercial or Combination classifications. Incidents of motorists falsely modifying a vehicle's registration classification to an emissions exempt class are rare, most likely because of the added expense, documentation and inspection requirements.
- **Vehicles registered in Connecticut that are operated out-of-state – Connecticut -** DMV has recently changed its policies with respect to detecting vehicles that are registered in the State of Connecticut, but are being operated outside of the state, to avoid being emission tested. Specifically, under its current procedures, DMV will not allow a vehicle owner to receive numerous time extensions. These efforts are definitely helping to make vehicles registered in Connecticut emissions compliant. DMV assumes that vehicles are scrapped or registered out-of-state if they do not comply with I/M requirements.

Waivers Issued

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

% of Failed Vehicles Receiving Waivers[19] in 2016

Model Year	Passenger Car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1992	2	0	2	474	0.36%
1993	0	0	0	626	0.13%
1994	1	0	1	801	0.32%
1995	1	0	1	1112	0.00%
1996	3	0	3	1897	0.23%
1997	1	2	3	3112	0.08%
1998	2	4	6	4026	0.15%
1999	3	2	5	4860	0.08%
2000	7	4	11	5829	0.08%
2001	9	8	17	7949	0.16%
2002	10	12	22	10939	0.19%
2003	6	11	17	7477	0.27%
2004	8	12	20	10170	0.22%
2005	5	6	11	6339	0.23%
2006	9	7	16	7741	0.24%
2007	3	2	5	4096	0.22%
2008	3	0	3	4956	0.18%
2009	2	1	3	1875	0.21%
2010	3	2	5	2811	0.03%
2011	0	1	1	1658	0.00%
2012	1	1	2	2967	0.00%
Total	**79**	**75**	**154**	**91,715**	**0.18%**

[19] Diagnostic and Cost waivers combined. Cost waivers are granted by DMV if the repair cost will exceed $868, which is the limit defined by EPA. One-time diagnostic waivers can be issued if DMV determines that the vehicle cannot be repaired to comply with State I/M standards. 153 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 the Applus MiniVID, and distributed, via email, to DMV and Applus QA staff. In addition, the reports are available on the program dashboard for review at any time, and they are available for any time frame.

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

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

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

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

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

Applus' MiniVID also generates the following automated alerts:

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

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

Special Triggers for Diesel Opacity Tests

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

Camera Audits

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

the program dashboard, Applus and DMV perform 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, DMV performed 2,214 test center camera audits; 24 service tickets were opened to address alignment/refocusing issues. In 2016, Applus performed 1,689 test center camera audits; 86 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).

Fraudulent Test Rate

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)

Trigger	CT	DE
% of Tests with Mismatches	0.03%	0.08%
Annual # of Tests with Mismatches	214	155

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. Only 0.02% of the tests (140 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. 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). During evaluation of the current auditing process DMV determined that it was not necessary or effective to perform as many audits as it had in past years, therefore DMV reduced the number of overt audits in 2016. The new audit schedule still performs twice as many audits as necessary under EPA requirements.

Results of Overt Audits (ETMRs)

Stations	**2016**
Total Overt Audits Performed	1,115
No. of Stations Audited	226
No. of Times Each Station Was Audited (range)	0[20]-14
No. of Stations That Had No Violations for the Entire Year	209
Total Number of Audits for Which One or More Violations Were Reported	17
No. of Stations That Had Violations	15
No. of Stations That Had 1-3 Violations	12
No. of Stations That Had >3 Violations	5

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

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

Equipment Audits

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

Results of Equipment Audits

Parameter	2016
Total Equipment Audits	461
Total Stations that Failed Equipment Audit	101
Percentage of stations that failed an equipment (gas) audit	21.91%
Number of stations totally shut down as a result of a failed equipment (gas) audit [21]	0
Percentage of stations shut down as a result of failed equipment (gas) audit	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.

[21] 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. It's easier to perform video audits clandestinely, since the inspector usually does not know an audit is being performed. DMV performs video surveillance audits on a periodic and random basis. After each station receives a video audit, DMV starts a new cycle of audits. Details are provided in Appendix B.

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

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

The Connecticut I/M program excels at running trigger reports and following-up on the issues identified as a result of these reports. Applus issues suspensions for violations, other than covert audit findings or triggers, for various reasons as outlined in the contract under "Inspector Violations," including, but not limited to data entry errors or incorrect test procedures. The statutory and regulatory authority for the I/M program does not allow Connecticut to issue fines or hold hearings concerning inspectors that falsely pass vehicles in covert audits. Instead, these inspectors are suspended from testing. Whether or not to suspend a station depends on the assessment of the severity of the infraction by Applus. In 2016, 107 stations received temporary suspensions.

Contractor Quality Assurance Activities

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

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

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

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

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

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

In 2016, the contractor's auditor performed 436 audits: 339 audits passed, and 97 failed. Most common failures included gas bench calibration or gas bench audit. Depending on the type of failure, stations are suspended until reasons for audit failure are corrected.

Built-in Anti-Fraud Prevention Systems

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

- Secure iris recognition system – use of biometrics
- Sample system leak check
- Analyzer gas calibrations – Every 72 hours or system will lock out testing

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

Conclusion: Connecticut exceeds EPA's recommended levels of 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 2016, 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.

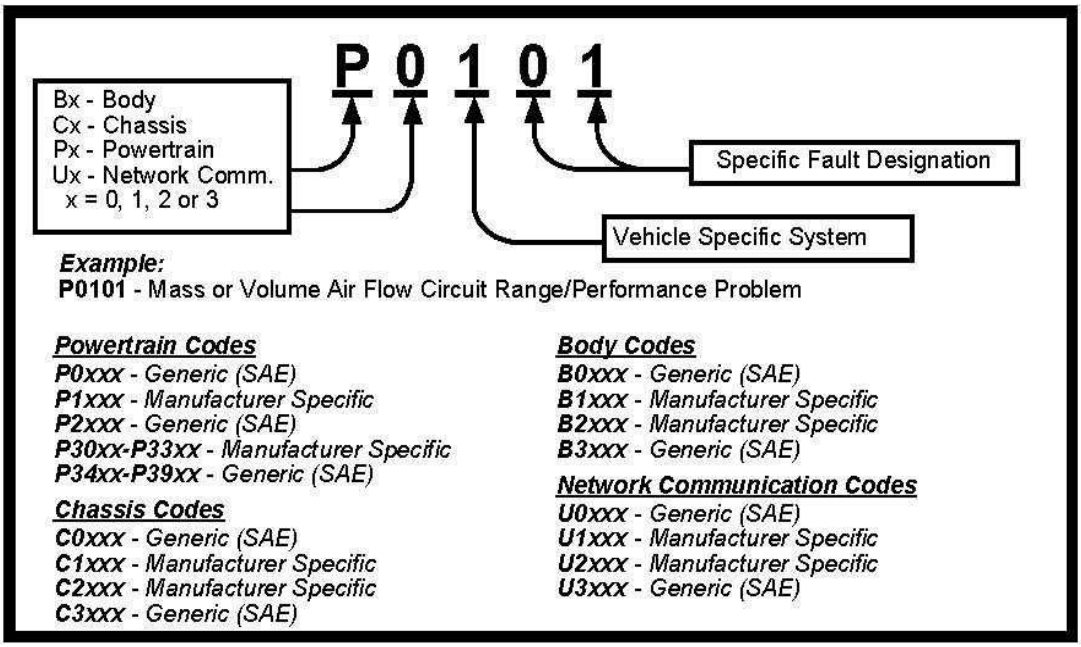
Vehicles That Fail to Communicate with Connecticut's Test System

A small percentage (0.13%) of the vehicles with OBDII systems failed to communicate with Connecticut's inspection system in 2016. This is the lower than the no-communication rate of 0.20% that was observed in 2015. 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 2016 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**
2006_MERCEDES-BENZ_C350	4	11.11%	36
2002_SATURN_VUE AWD	6	10.53%	57
2006_MERCEDES-BENZ_C280	23	10.36%	222
2006_BMW_X5 4.4I	2	9.52%	21
2006_MERCEDES-BENZ_C230	4	8.70%	46
1999_HYUNDAI_SONATA	2	8.70%	23
2000_AUDI_A4	3	8.11%	37
1998_HYUNDAI_ELANTRA	2	6.90%	29
2008_SAAB_95	3	6.82%	44
2011_BMW_X5 XDRIVE50I	2	6.67%	30
2012_SUBARU_TRIBECA	2	6.67%	30
1998_VOLKSWAGEN_NEW BEETLE	6	6.25%	96
2004_MAZDA_MAZDA6S	3	6.25%	48
2003_PORSCHE_BOXSTER	4	6.06%	66
Total of Highest NCR	66		785

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 based upon inspection data provided by Applus. This table lists the ranking of the most prevalent DTCs along with the frequency of its occurrence, expressed as a percentage of MIL-On cases. Note that the top 10 DTCs are present in 61% of the MIL-on cases, even though there are over 1000 possible DTCs.

DTC	2016	
	Rank	%
P0420 – Low Catalyst Efficiency	1	13.48%
P0171 -- System Too Lean: Bank 1	2	7.70%
P0442 -- Evaporative Emission Control System Leak Detected (small leak)	3	7.67%
P0455 -- Evaporative Emission Control System Leak Detected (gross leak)	4	7.56%
P0300 -- Random Misfire	5	5.86%
P0456 -- Evaporative Emission Control System -- Small Leak	6	4.37%
P0174 -- System Too Lean: Bank 2	7	4.02%
P0128 -- Coolant Thermostat (Coolant Temperature Below Thermostat Regulating Temperature)	8	3.55%
P0141 -- 02 Sensor Heater Circuit Malfunction	9	3.55%
P0440 -- Evaporative Emission Control System Malfunction	10	3.40%
Total of the top 10		61.16%

7.0 Program Enhancements

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.

Other enhancements in 2016 include continued development of the Repair Effectiveness Index (REI). Applus planned to implement the REI in 2015 after the implementation of the new the emissions database. However, because of the delays with DMV's CIVLS project, REI completion has been pushed to 2017. When implemented, the system will have the following features:

a. All Certified Emissions Repair Technicians (CERTs) will be required to complete the emissions repair form via the Applus Electronic Database system (EDBMS) interface, thus will no longer use or complete the paper based emissions repair form. CERTs will log on to the EDBMS via internet (www.ctedbms.com).

b. All self-repair, no repair, and repairs performed by non-certified facilities will continue to use the paper based form and entered by the inspector.

c. The software will be modified to look for a repair record completed by a CERT for the latest failure. The software been modified to prevent offline retests; the CDAS requires a connection to the EDBMS.

d. If no CERT repair record is found on the EDBMS, the motorist will be required to provide the physical paper emissions repair form during the retest. The inspector will continue to enter repair data provided on the form but now they will be required to enter the data via the EDBMS directly.

e. If a motorists fails to provide the Emissions Repair Form the process will abort the retest.

8.0 Conclusions

Key conclusions from this analysis:

- Connecticut is failing the expected number of vehicles. Overall, 9.5% of the vehicles tested failed inspection in 2016.
- Connecticut conducts extensive compliance assurance and enforcement activities on the I/M program. Evaluation of quality assurance and inspection data demonstrates that the program performs accurate inspections with minimal fraud. Based upon an independent analysis by dKC of potential fraud in Connecticut and other states, Connecticut is a national model for enforcement activities.
- Connecticut's I/M contract is designed to ensure the I/M program continues to effectively achieve the expected air quality benefits. DMV and its contractor, Applus, seek to continually improve procedures and protocols related to all aspects of the I/M program.
- 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 a 99.27% 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
2016 CT I/M Program Data

Appendix B
2016 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**
1992	2,601	1,289	3,890
1993	3,655	2,161	5,816
1994	4,599	3,681	8,280
1995	6,574	5,112	11,686
1996	7,624	5,771	13,395
1997	10,899	9,484	20,383
1998	15,170	11,464	26,634
1999	17,549	14,088	31,637
2000	19,735	15,061	34,796
2001	23,334	18,424	41,758
2002	42,991	35,844	78,835
2003	27,016	25,544	52,560
2004	47,270	53,208	100,478
2005	28,468	29,125	57,593
2006	52,618	49,196	101,814
2007	30,263	25,691	55,954
2008	56,883	49,370	106,253
2009	21,256	14,067	35,323
2010	58,290	39,394	97,684
2011	23,457	20,621	44,078
2012	75,472	57,795	133,267
2013	245	145	390
Grand Total	**575,969**	**486,535**	**1,062,504**

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
1997	2	1	3
1998	1	0	1
1999	13	4	17
2000	9	7	16
2001	1	4	5
2002	5	10	15
2003	11	5	16
2004	4	8	12
2005	3	5	8
2006	9	35	44
2007	31	32	63
2008	119	135	254
2009	9	22	31
2010	13	35	48
2011	201	78	279
2012	280	193	473
Grand Total	**712**	**574**	**1,286**

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	1078	5549	6627	16.3%
		1997	1682	7689	9371	17.9%
		1998	2313	10736	13049	17.7%
		1999	2800	12198	14998	18.7%
		2000	3449	12932	16381	21.1%
		2001	4613	14272	18885	24.4%
		2002	6137	31278	37415	16.4%
		2003	3897	19328	23225	16.8%
		2004	4775	37797	42572	11.2%
		2005	3099	21884	24983	12.4%
		2006	4071	43785	47856	8.5%
		2007	2099	25338	27437	7.7%
		2008	2600	49971	52571	4.9%
		2009	1037	18572	19609	5.3%
		2010	1539	52017	53556	2.9%
		2011	876	21079	21955	4.0%
		2012	1683	69529	71212	2.4%
		2013	12	219	231	5.2%
	P Total		**47,760**	**454,173**	**501,933**	**9.5%**
	T	1996	738	3,418	4,156	17.8%
		1997	1,318	5,522	6,840	19.3%
		1998	1,642	7,395	9,037	18.2%
		1999	1,925	8,658	10,583	18.2%
		2000	2,235	8,875	11,110	20.1%
		2001	3,174	9,808	12,982	24.4%
		2002	4,574	23,330	27,904	16.4%
		2003	3,381	16,218	19,599	17.3%
		2004	5,109	38,745	43,854	11.7%
		2005	3,073	20,555	23,628	13.0%
		2006	3,456	37,439	40,895	8.5%
		2007	1,873	20,133	22,006	8.5%
		2008	2,207	41,544	43,751	5.0%
		2009	792	11,631	12,423	6.4%
		2010	1,182	34,959	36,141	3.3%
		2011	746	17,807	18,553	4.0%
		2012	1,167	51,403	52,570	2.2%
		2013	6	128	134	4.5%
	T Total		**38,598**	**357,568**	**396,166**	**9.7%**
OBD Gasoline Total			**86,358**	**811,741**	**898,099**	**9.6%**

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	6	16	22	27.3%
		1998	5	38	43	11.6%
		1999	10	72	82	12.2%
		2000	10	76	86	11.6%
		2001	10	63	73	13.7%
		2002	19	215	234	8.1%
		2003	11	119	130	8.5%
		2004	17	218	235	7.2%
		2005	6	115	121	5.0%
		2006	21	374	395	5.3%
		2007	4	16	20	20.0%
		2008	1	11	12	8.3%
		2009	35	123	158	22.2%
		2010	189	830	1019	18.5%
		2011	34	154	188	18.1%
		2012	88	1142	1230	7.2%
		2013	0	5	5	0.0%
	P Total		**466**	**3,587**	**4,053**	**11.5%**
	T	1997	2	4	6	33.3%
		1998	1	6	7	14.3%
		1999	1	5	6	16.7%
		2000	0	1	1	0.0%
		2001	0	1	1	0.0%
		2003	1	0	1	100.0%
		2004	0	2	2	0.0%
		2005	4	10	14	28.6%
		2006	4	37	41	9.8%
		2007	1	25	26	3.8%
		2008	1	19	20	5.0%
		2009	14	31	45	31.1%
		2010	41	109	150	27.3%
		2011	18	104	122	14.8%
		2012	53	344	397	13.4%
	T Total		**141**	**698**	**839**	**16.8%**
OBD Diesel Total			**607**	**4,285**	**4,892**	**12.4%**

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 Hybrid	**P**	2000	3	6	9	33.3%
		2001	7	35	42	16.7%
		2002	14	85	99	14.1%
		2003	30	103	133	22.6%
		2004	27	270	297	9.1%
		2005	52	471	523	9.9%
		2006	35	695	730	4.8%
		2007	57	816	873	6.5%
		2008	70	1950	2020	3.5%
		2009	18	471	489	3.7%
		2010	33	2248	2281	1.4%
		2011	7	468	475	1.5%
		2012	30	1557	1587	1.9%
		2013	0	5	5	0.0%
	P Total		**383**	**9,180**	**9,563**	**4.0%**
	T	2005	3	36	39	7.7%
		2006	20	668	688	2.9%
		2007	12	184	196	6.1%
		2008	13	584	597	2.2%
		2009	8	107	115	7.0%
		2010	7	306	313	2.2%
		2011	1	61	62	1.6%
		2012	1	120	121	0.8%
		2013	0	1	1	0.0%
	T Total		**65**	**2,067**	**2,132**	**3.0%**
OBD Hybrid Total			**448**	**11,247**	**11,695**	**3.8%**

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	1992	32	101	133	24.1%
		1993	34	232	266	12.8%
		1994	51	239	290	17.6%
		1995	60	474	534	11.2%
		2000	0	1	1	0.0%
		2001	0	2	2	0.0%
		2002	0	3	3	0.0%
		2003	1	4	5	20.0%
		2004	0	4	4	0.0%
		2005	0	2	2	0.0%
		2006	0	5	5	0.0%
		2007	0	6	6	0.0%
		2008	0	8	8	0.0%
		2009	1	4	5	20.0%
		2010	0	2	2	0.0%
		2012	0	2	2	0.0%
	P Total		**179**	**1,089**	**1,268**	**14.1%**
	T	1992	20	89	109	18.3%
		1993	51	207	258	19.8%
		1994	89	429	518	17.2%
		1995	150	703	853	17.6%
		1996	81	326	407	19.9%
		1997	112	593	705	15.9%
		1998	71	506	577	12.3%
		1999	135	854	989	13.7%
		2000	142	994	1,136	12.5%
		2001	155	1,313	1,468	10.6%
		2002	214	2,321	2,535	8.4%
		2003	168	1,697	1,865	9.0%
		2004	259	3,188	3,447	7.5%
		2005	112	1,706	1,818	6.2%
		2006	159	3,030	3,189	5.0%
		2007	55	1,105	1,160	4.7%
		2008	66	2,306	2,372	2.8%
		2009	19	606	625	3.0%
		2010	50	1,410	1,460	3.4%
		2011	28	913	941	3.0%
		2012	86	2,936	3,022	2.8%
		2013	0	6	6	0.0%
	T Total		**2,222**	**27,238**	**29,460**	**7.5%**
PCTSI Total			**2,401**	**28,327**	**30,728**	**7.8%**

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**	1992	283	1,742	2,025	14.0%
		1993	341	2,531	2,872	11.9%
		1994	376	3,338	3,714	10.1%
		1995	522	4,803	5,325	9.8%
	P Total		**1,522**	**12,414**	**13,936**	**10.9%**
	T	1992	139	814	953	14.6%
		1993	200	1,310	1,510	13.2%
		1994	285	2,306	2,591	11.0%
		1995	380	3,037	3,417	11.1%
	T Total		**1,004**	**7,468**	**8,472**	**11.9%**
ASM Total			**2,526**	**19,882**	**22,408**	**11.3%**

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**
MSA	P	1992	0	2	2	0.0%
		1994	0	1	1	0.0%
		1995	0	1	1	0.0%
		1996	1	2	3	
		1997	0	1	1	
		2006	0	1	1	0.0%
	P Total		**1**	**8**	**9**	**11.1%**
	T	1992	0	4	4	0.0%
		1993	3	9	12	25.0%
		1994	1	12	13	7.7%
		1995	2	20	22	9.1%
		1996	2	20	22	9.1%
		1997	1	26	27	3.7%
		1998	2	8	10	20.0%
		1999	0	21	21	0.0%
		2000	6	16	22	27.3%
		2001	2	15	17	11.8%
		2002	3	30	33	9.1%
		2003	4	12	16	25.0%
		2004	2	34	36	5.6%
		2005	4	23	27	14.8%
		2006	0	58	58	0.0%
		2007	0	16	16	0.0%
		2008	1	41	42	2.4%
		2009	0	9	9	0.0%
		2010	0	25	25	0.0%
		2011	0	31	31	0.0%
		2012	2	214	216	0.9%
	T Total		**35**	**644**	**679**	**5.2%**
MSA Total			**36**	**652**	**688**	**5.2%**

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	1992	3	61	64	4.7%
		1993	0	11	11	0.0%
		1994	0	4	4	0.0%
		1995	0	23	23	0.0%
		1996	3	23	26	11.5%
		1996	0	1	1	0.0%
		1999	0	2	2	0.0%
		2001	0	1	1	0.0%
		2002	0	2	2	0.0%
		2003	0	5	5	0.0%
		2004	0	2	2	0.0%
		2005	0	1	1	0.0%
		2007	0	2	2	0.0%
		2008	0	2	2	0.0%
		2009	0	1	1	0.0%
		2010	0	1	1	0.0%
	P Total		**6**	**142**	**148**	**4.1%**
	T	1992	0	47	47	0.0%
		1993	1	77	78	1.3%
		1994	2	114	116	1.7%
		1995	5	212	217	2.3%
		1996	5	297	302	1.7%
		1997	5	471	476	1.1%
		1998	1	181	182	0.5%
		1999	4	492	496	0.8%
		2000	4	374	378	1.1%
		2001	3	508	511	0.6%
		2002	14	968	982	1.4%
		2003	19	587	606	3.1%
		2004	15	1066	1081	1.4%
		2005	7	476	483	1.4%
		2006	17	1037	1054	1.6%
		2007	3	351	354	0.8%
		2008	4	588	592	0.7%
		2009	2	69	71	2.8%
		2010	6	183	189	3.2%
		2011	6	164	170	3.5%
		2012	9	387	396	2.3%
		2013	0	1	1	0.0%
	T Total		**132**	**8,650**	**8,782**	**1.5%**
LMD Total			**138**	**8,792**	**8,930**	**1.5%**
Grand Total*			**92,514**	**884,926**	**977,440**	**9.5%**

Table (a)(2)(i) Initial Test Results (Fleet Testing) Note: If vehicles of a certain model year are not tested, the row will not be listed						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**%Fail**
OBD	**P**	1996	0	1	1	0.00%
		1997	1	1	2	50.00%
		1998	0	2	2	0.00%
		1999	1	7	8	12.50%
		2000	1	20	21	4.76%
		2001	1	0	1	100.00%
		2002	1	4	5	20.00%
		2003	1	4	5	20.00%
		2004	3	2	5	60.00%
		2005	1	9	10	10.00%
		2006	0	13	13	0.00%
		2007	6	88	94	6.38%
		2008	3	81	84	3.57%
		2009	0	13	13	0.00%
	Passenger OBD Total		**19**	**245**	**264**	**7.20%**
	T	1996	0	1	1	0.00%
		1997	0	3	3	0.00%
		1998	1	0	1	100.00%
		1999	0	5	5	0.00%
		2000	3	5	8	37.50%
		2001	0	14	14	0.00%
		2002	1	10	11	9.09%
		2003	1	6	7	14.29%
		2004	0	2	2	0.00%
		2005	1	33	34	2.94%
		2006	3	30	33	9.09%
		2007	7	91	98	7.14%
		2008	3	63	66	4.55%
		2009	2	33	35	5.71%
	Truck OBD Total		**22**	**296**	**318**	**6.92%**
Fleet OBD Total			**41**	**541**	**582**	**7.04%**

Table (a) (2)(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	164	669	833	19.7%	80.3%
		1997	236	1,058	1,294	18.2%	81.8%
		1998	315	1,490	1,805	17.5%	82.5%
		1999	329	1,847	2,176	15.1%	84.9%
		2000	520	2,263	2,783	18.7%	81.3%
		2001	562	3,291	3,853	14.6%	85.4%
		2002	590	4,170	4,760	12.4%	87.6%
		2003	351	2,855	3,206	10.9%	89.1%
		2004	353	3,478	3,831	9.2%	90.8%
		2005	235	2,376	2,611	9.0%	91.0%
		2006	259	3,128	3,387	7.6%	92.4%
		2007	105	1,683	1,788	5.9%	94.1%
		2008	111	2,028	2,139	5.2%	94.8%
		2009	43	858	901	4.8%	95.2%
		2010	33	1,250	1,283	2.6%	97.4%
		2011	21	765	786	2.7%	97.3%
		2012	12	1,348	1,360		
		2013	0	4	4	0.0%	100.0%
	P Total		**4,239**	**34,561**	**38,800**	**10.9%**	**89.1%**
	T	1996	134	506	640	20.9%	79.1%
		1997	205	864	1,069	19.2%	80.8%
		1998	228	1,142	1,370	16.6%	83.4%
		1999	252	1,337	1,589	15.9%	84.1%
		2000	292	1,668	1,960	14.9%	85.1%
		2001	405	2,472	2,877	14.1%	85.9%
		2002	418	3,360	3,778	11.1%	88.9%
		2003	355	2,567	2,922	12.1%	87.9%
		2004	345	3,843	4,188	8.2%	91.8%
		2005	247	2,541	2,788	8.9%	91.1%
		2006	185	2,710	2,895	6.4%	93.6%
		2007	120	1,640	1,760	6.8%	93.2%
		2008	85	1,745	1,830	4.6%	95.4%
		2009	28	693	721	3.9%	96.1%
		2010	21	978	999	2.1%	97.9%
		2011	16	657	673		
		2012	8	922	930	0.9%	99.1%
		2013	0	3	3	0.0%	100.0%
	T Total		**3,344**	**29,648**	**32,992**	**10.1%**	**89.9%**
OBD Gasoline Total			**7,583**	**64,209**	**71,792**	**10.6%**	**89.4%**
OBD Diesel Total (too few tests for vehicle type and model year breakout)			**29**	**390**	**419**	**6.9%**	**93.1%**
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			**28**	**329**	**357**	**7.8%**	**92.2%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests) Note: If vehicles of a certain model year are not tested, the row will not be listed							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
PCTSI	P	1992	6	18	24	25.0%	75.0%
		1993	10	21	31	32.3%	67.7%
		1994	6	40	46	13.0%	87.0%
		1995	13	41	54	24.1%	75.9%
		2003	0	1	1	0.0%	100.0%
		2009	0	2	2	0.0%	100.0%
	P Total		**35**	**123**	**158**	**22.2%**	**77.8%**
	T	1992	5	9	14	35.7%	64.3%
		1993	7	37	44	15.9%	84.1%
		1994	19	61	80	23.8%	76.3%
		1995	32	110	142	22.5%	77.5%
		1996	20	58	78	25.6%	74.4%
		1997	16	84	100	16.0%	84.0%
		1998	9	60	69	13.0%	87.0%
		1999	17	109	126	13.5%	86.5%
		2000	19	119	138	13.8%	86.2%
		2001	22	128	150	14.7%	85.3%
		2002	21	172	193	10.9%	89.1%
		2003	14	149	163	8.6%	91.4%
		2004	17	235	252	6.7%	93.3%
		2005	13	84	97	13.4%	86.6%
		2006	21	131	152	13.8%	86.2%
		2007	3	49	52	5.8%	94.2%
		2008	7	57	64	10.9%	89.1%
		2009	0	18	18	0.0%	100.0%
		2010	4	42	46	8.7%	91.3%
		2011	1	29	30	3.3%	96.7%
		2012	4	76	80	5.0%	95.0%
	T Total		**271**	**1,817**	**2,088**	**13.0%**	**87.0%**
PCTSI Total			**306**	**1,940**	**2,246**	**13.6%**	**86.4%**
ASM		1992	68	166	234	29.1%	70.9%
		1993	96	205	301	31.9%	68.1%
		1994	96	252	348	27.6%	72.4%
		1995	125	310	435	28.7%	71.3%
	P Total		**387**	**933**	**1,320**	**29.3%**	**70.7%**
		1992	27	92	119	22.7%	77.3%
		1993	37	161	198	18.7%	81.3%
		1994	40	246	286	14.0%	86.0%
		1995	59	288	347	17.0%	83.0%
	T Total		**163**	**787**	**950**	**17.2%**	**82.8%**
ASM Total			**550**	**1,720**	**2,270**	**24.2%**	**75.8%**
MSA Total (too few tests for vehicle type and model year breakout)			**11**	**24**	**35**	**31.4%**	**68.6%**
LMD Diesel Total (too few tests for vehicle type and model year breakout)			**14**	**105**	**119**	**11.8%**	**88.2%**
Grand Total			**8,521**	**68,717**	**77,238**	**11.0%**	**89.0%**

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	49	83	132	37.1%	62.9%
		1997	69	137	206	33.5%	66.5%
		1998	91	174	265	34.3%	65.7%
		1999	96	189	285	33.7%	66.3%
		2000	151	307	458	33.0%	67.0%
		2001	142	318	460	30.9%	69.1%
		2002	106	351	457	23.2%	76.8%
		2003	76	202	278	27.3%	72.7%
		2004	71	219	290	24.5%	75.5%
		2005	30	142	172	17.4%	82.6%
		2006	35	162	197	17.8%	82.2%
		2007	15	72	87	17.2%	82.8%
		2008	11	63	74	14.9%	85.1%
		2009	5	30	35	14.3%	85.7%
		2010	2	24	26	7.7%	92.3%
		2011	3	11	14	21.4%	78.6%
		2012	1	7	8	12.5%	87.5%
	P Total		**953**	**2,491**	**3,444**	**27.7%**	**72.3%**
	T	1996	41	93	134	30.6%	69.4%
		1997	75	150	225	33.3%	66.7%
		1998	63	138	201	31.3%	68.7%
		1999	87	165	252	34.5%	65.5%
		2000	71	208	279	25.4%	74.6%
		2001	107	287	394	27.2%	72.8%
		2002	101	273	374	27.0%	73.0%
		2003	71	260	331	21.5%	78.5%
		2004	62	245	307	20.2%	79.8%
		2005	43	154	197	21.8%	78.2%
		2006	32	138	170	18.8%	81.2%
		2007	22	79	101	21.8%	78.2%
		2008	8	66	74	10.8%	89.2%
		2009	4	23	27	14.8%	85.2%
		2010	1	16	17	5.9%	94.1%
		2011	0	9	9	0.0%	100.0%
		2012	0	5	5	0.0%	100.0%
	T Total		**788**	**2,309**	**3,097**	**25.4%**	**74.6%**
OBD Gasoline Total			**1,741**	**4,800**	**6,541**	**26.6%**	**73.4%**

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)			**3**	**19**	**22**	**13.6%**	**86.4%**
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			**4**	**16**	**20**	**20.0%**	**80.0%**
PCTSI Total (too few tests for vehicle type and model year breakout)			**126**	**230**	**356**	**35.4%**	**64.6%**
ASM		1992	54	60	114	47.4%	52.6%
		1993	92	74	166	55.4%	44.6%
		1994	101	85	186	54.3%	45.7%
		1995	93	91	184	50.5%	49.5%
	P Total		**340**	**311**	**651**	**52.2%**	**47.8%**
		1992	9	27	36	25.0%	75.0%
		1993	24	21	45	53.3%	46.7%
		1994	20	35	55	36.4%	63.6%
		1995	31	40	71	43.7%	56.3%
	T Total		**84**	**123**	**207**	**40.6%**	**59.4%**
ASM Total			**424**	**434**	**858**	**49.4%**	**50.6%**
MSA Total (too few tests for vehicle type and model year breakout)			**3**	**13**	**16**	**18.8%**	**81.3%**
LMD Diesel Total (too few tests for vehicle type and model year breakout)			**3**	**10**	**13**	**23.1%**	**76.9%**
Grand Total			**2,304**	**5,522**	**7,826**	**29.4%**	**70.6%**

(a) (2) (v). Waivers Issued					
Model Year	**Passenger Car (P)**	**Truck (T)**	**Total # of Waivers**	**# of Failed Vehicles**	**% of Failed Vehicles Receiving Waivers**
1992	2	0	2	474	0.36%
1993	0	0	0	626	0.13%
1994	1	0	1	801	0.32%
1995	1	0	1	1112	0.00%
1996	3	0	3	1897	0.23%
1997	1	2	3	3112	0.08%
1998	2	4	6	4026	0.15%
1999	3	2	5	4860	0.08%
2000	7	4	11	5829	0.08%
2001	9	8	17	7949	0.16%
2002	10	12	22	10939	0.19%
2003	6	11	17	7477	0.27%
2004	8	12	20	10170	0.22%
2005	5	6	11	6339	0.23%
2006	9	7	16	7741	0.24%
2007	3	2	5	4096	0.22%
2008	3	0	3	4956	0.18%
2009	2	1	3	1875	0.21%
2010	3	2	5	2811	0.03%
2011	0	1	1	1658	0.00%
2012	1	1	2	2967	0.00%
Total	79	75	154	91,715	0.18%

Table (a) (2)(vi). Vehicles with No Final Pass									
Vehicle Type	Model Year	# of Initial Tests	Fail Initial Test	Pass 1st Retest	Pass 2nd+ Retest	Total # that Pass After Fail	# That do not Pass *	% No Final Pass *	% No Final Pass as % of Fails
P	1992	2,224	318	185	62	247	71	3.2%	22.3%
	1993	3,149	375	226	78	304	71	2.3%	18.9%
	1994	4,009	427	292	92	384	43	1.1%	10.1%
	1995	5,883	582	352	100	452	130	2.2%	22.3%
	1996	6,656	1,082	672	83	755	327	4.9%	30.2%
	1997	9,394	1,688	1,062	137	1,199	489	5.2%	29.0%
	1998	13,092	2,318	1,495	176	1,671	647	4.9%	27.9%
	1999	15,081	2,810	1,853	189	2,042	768	5.1%	27.3%
	2000	16,477	3,462	2,273	311	2,584	878	5.3%	25.4%
	2001	19,004	4,630	3,305	319	3,624	1,006	5.3%	21.7%
	2002	37,752	6,170	4,188	353	4,541	1,629	4.3%	26.4%
	2003	23,495	3,939	2,880	207	3,087	852	3.6%	21.6%
	2004	43,113	4,819	3,505	222	3,727	1,092	2.5%	22.7%
	2005	25,631	3,157	2,420	145	2,565	592	2.3%	18.8%
	2006	48,988	4,127	3,162	167	3,329	798	1.6%	19.3%
	2007	28,338	2,160	1,729	73	1,802	358	1.3%	16.6%
	2008	54,613	2,671	2,080	64	2,144	527	1.0%	19.7%
	2009	20,262	1,091	905	34	939	152	0.8%	13.9%
	2010	56,859	1,761	1,364	25	1,389	372	0.7%	21.1%
	2011	22,618	917	801	11	812	105	0.5%	11.5%
	2012	74,031	1,801	1,420	7	1,427	374	0.5%	20.8%
	2013	241	12	4	0	4	8	3.3%	66.7%
P Total		**530,910**	**50,317**	**36,173**	**2,855**	**39,028**	**11,289**	**2.1%**	**22.4%**

*** 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	1992	1,113	159	101	32	133	26	2.3%	16.4%
	1993	1,858	255	201	27	228	27	1.5%	10.6%
	1994	3,238	377	310	49	359	18	0.6%	4.8%
	1995	4,509	537	402	63	465	72	1.6%	13.4%
	1996	4,888	826	566	110	676	150	3.1%	18.2%
	1997	8,054	1,438	955	158	1,113	325	4.0%	22.6%
	1998	9,813	1,717	1,202	146	1,348	369	3.8%	21.5%
	1999	12,095	2,065	1,449	179	1,628	437	3.6%	21.2%
	2000	12,646	2,387	1,792	225	2,017	370	2.9%	15.5%
	2001	14,979	3,334	2,604	303	2,907	427	2.9%	12.8%
	2002	31,455	4,805	3,547	293	3,840	965	3.1%	20.1%
	2003	22,087	3,573	2,732	277	3,009	564	2.6%	15.8%
	2004	48,420	5,385	4,090	265	4,355	1,030	2.1%	19.1%
	2005	26,009	3,203	2,641	166	2,807	396	1.5%	12.4%
	2006	45,925	3,656	2,874	153	3,027	629	1.4%	17.2%
	2007	23,758	1,944	1,704	82	1,786	158	0.7%	8.1%
	2008	47,374	2,292	1,820	73	1,893	399	0.8%	17.4%
	2009	13,288	835	724	23	747	88	0.7%	10.5%
	2010	38,278	1,286	1,066	21	1,087	199	0.5%	15.5%
	2011	19,879	799	711	12	723	76	0.4%	9.5%
	2012	56,722	1,318	1,050	10	1,060	258	0.5%	19.6%
	2013	142	6	3	0	3	3	2.1%	50.0%
T Total		**446,530**	**42,197**	**32,544**	**2,667**	**35,211**	**6,986**	**1.6%**	**16.6%**
Grand Total		**977,440**	**92,514**	**68,717**	**5,522**	**74,239**	**18,275**	**1.9%**	**19.8%**

*** 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	1,291	6,301	7,592	17.0%
	1997	1,994	8,904	10,898	18.3%
	1998	2,725	12,445	15,170	18.0%
	1999	3,235	14,312	17,547	18.4%
	2000	4,135	15,597	19,732	21.0%
	2001	5,336	17,994	23,330	22.9%
	2002	6,868	36,119	42,987	16.0%
	2003	4,372	22,636	27,008	16.2%
	2004	5,249	42,012	47,261	11.1%
	2005	3,429	25,035	28,464	12.0%
	2006	4,428	48,183	52,611	8.4%
	2007	2,283	27,972	30,255	7.5%
	2008	2,797	54,076	56,873	4.9%
	2009	1,145	20,103	21,248	5.4%
	2010	1,803	56,484	58,287	3.1%
	2011	944	22,513	23,457	4.0%
	2012	1,815	73,655	75,470	2.4%
	2013	12	233	245	4.9%
P Total		**53,861**	**504,574**	**558,435**	**9.6%**
T	1996	913	4,017	4,930	18.5%
	1997	1,600	6,541	8,141	19.7%
	1998	1,934	8,681	10,615	18.2%
	1999	2,265	10,165	12,430	18.2%
	2000	2,598	10,751	13,349	19.5%
	2001	3,686	12,568	16,254	22.7%
	2002	5,093	26,964	32,057	15.9%
	2003	3,808	19,045	22,853	16.7%
	2004	5,516	42,835	48,351	11.4%
	2005	3,370	23,302	26,672	12.6%
	2006	3,697	41,013	44,710	8.3%
	2007	2,028	22,073	24,101	8.4%
	2008	2,315	43,970	46,285	5.0%
	2009	846	12,496	13,342	6.3%
	2010	1,254	36,408	37,662	3.3%
	2011	782	18,662	19,444	4.0%
	2012	1,229	52,839	54,068	2.3%
	2013	6	132	138	4.3%
T Total		**42,940**	**392,462**	**435,402**	**9.9%**
Grand Total		**96,801**	**897,036**	**993,837**	**9.7%**

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On (Network Tests): All Fuels						
Vehicle Type	Model Year	MIL Command On Result (#)				Total
		MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication	
P	1996	878	2	6,666	46	7,592
	1997	1,243	4	9,588	63	10,898
	1998	1,759	6	13,364	41	15,170
	1999	2,097	6	15,384	60	17,547
	2000	2,783	12	16,846	91	19,732
	2001	3,025	15	20,218	72	23,330
	2002	3,832	11	39,058	86	42,987
	2003	2,461	5	24,457	85	27,008
	2004	2,907	17	44,243	94	47,261
	2005	1,806	15	26,602	41	28,464
	2006	2,316	56	50,090	149	52,611
	2007	1,213	4	28,986	52	30,255
	2008	1,451	24	55,319	79	56,873
	2009	527	5	20,694	22	21,248
	2010	760	4	57,478	45	58,287
	2011	345	8	23,084	20	23,457
	2012	454	9	74,923	84	75,470
	2013	2	0	243	0	245
P Total		**29,859**	**203**	**527,243**	**1,130**	**558,435**
T	1996	571	1	4,347	11	4,930
	1997	994	3	7,131	13	8,141
	1998	1,202	7	9,383	23	10,615
	1999	1,366	11	11,027	26	12,430
	2000	1,573	4	11,750	22	13,349
	2001	2,029	3	14,198	24	16,254
	2002	2,737	8	29,267	45	32,057
	2003	2,251	10	20,556	36	22,853
	2004	3,086	13	45,195	57	48,351
	2005	1,798	3	24,835	36	26,672
	2006	2,076	15	42,592	27	44,710
	2007	1,113	4	22,975	9	24,101
	2008	1,172	4	45,074	35	46,285
	2009	421	0	12,912	9	13,342
	2010	523	5	37,115	19	37,662
	2011	264	5	19,166	9	19,444
	2012	359	7	53,671	31	54,068
	2013	0	0	138	0	138
T Total		**23,535**	**103**	**411,332**	**432**	**435,402**
Grand Total		**53,394**	**306**	**938,575**	**1,562**	**993,837**

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On					
Vehicle Type	Model Year	MIL Command On Result (%)			
		MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication
P	1996	11.56%	0.03%	87.80%	0.61%
	1997	11.41%	0.04%	87.98%	0.58%
	1998	11.60%	0.04%	88.09%	0.27%
	1999	11.95%	0.03%	87.67%	0.34%
	2000	14.10%	0.06%	85.37%	0.46%
	2001	12.97%	0.06%	86.66%	0.31%
	2002	8.91%	0.03%	90.86%	0.20%
	2003	9.11%	0.02%	90.55%	0.31%
	2004	6.15%	0.04%	93.61%	0.20%
	2005	6.34%	0.05%	93.46%	0.14%
	2006	4.40%	0.11%	95.21%	0.28%
	2007	4.01%	0.01%	95.81%	0.17%
	2008	2.55%	0.04%	97.27%	0.14%
	2009	2.48%	0.02%	97.39%	0.10%
	2010	1.30%	0.01%	98.61%	0.08%
	2011	1.47%	0.03%	98.41%	0.09%
	2012	0.60%	0.01%	99.28%	0.11%
	2013	0.82%	0.00%	99.18%	0.00%
P Total		**5.35%**	**0.04%**	**94.41%**	**0.20%**
T	1996	11.58%	0.02%	88.17%	0.22%
	1997	12.21%	0.04%	87.59%	0.16%
	1998	11.32%	0.07%	88.39%	0.22%
	1999	10.99%	0.09%	88.71%	0.21%
	2000	11.78%	0.03%	88.02%	0.16%
	2001	12.48%	0.02%	87.35%	0.15%
	2002	8.54%	0.02%	91.30%	0.14%
	2003	9.85%	0.04%	89.95%	0.16%
	2004	6.38%	0.03%	93.47%	0.12%
	2005	6.74%	0.01%	93.11%	0.13%
	2006	4.64%	0.03%	95.26%	0.06%
	2007	4.62%	0.02%	95.33%	0.04%
	2008	2.53%	0.01%	97.38%	0.08%
	2009	3.16%	0.00%	96.78%	0.07%
	2010	1.39%	0.01%	98.55%	0.05%
	2011	1.36%	0.03%	98.57%	0.05%
	2012	0.66%	0.01%	99.27%	0.06%
	2013	0.00%	0.00%	100.00%	0.00%
T Total		**5.41%**	**0.02%**	**94.47%**	**0.10%**
Grand Total		**5.37%**	**0.03%**	**94.44%**	**0.16%**

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	456	1,368	5,722	7,592	6.0%
	1997	935	565	9,335	10,898	8.6%
	1998	1,213	865	13,051	15,170	8.0%
	1999	1,428	136	15,923	17,547	8.1%
	2000	1,696	199	17,746	19,732	8.6%
	2001	2,930	224	20,104	23,330	12.6%
	2002	3,735	6	39,160	42,987	8.7%
	2003	2,334	1,304	23,285	27,008	8.6%
	2004	2,828	0	44,339	47,261	6.0%
	2005	1,976	0	26,447	28,464	6.9%
	2006	2,319	0	50,143	52,611	4.4%
	2007	1,199	0	29,004	30,255	4.0%
	2008	1,449	0	55,345	56,873	2.5%
	2009	679	0	20,547	21,248	3.2%
	2010	1,122	0	57,120	58,287	1.9%
	2011	620	0	22,817	23,457	2.6%
	2012	1,311	0	74,075	75,470	1.7%
	2013	10	0	235	245	4.1%
P Total		**28,240**	**4,667**	**524,398**	**558,435**	**5.1%**
T	1996	391	365	4,163	4,930	7.9%
	1997	684	345	7,099	8,141	8.4%
	1998	870	359	9,363	10,615	8.2%
	1999	1,090	203	11,111	12,430	8.8%
	2000	1,219	12	12,096	13,349	9.1%
	2001	2,049	932	13,249	16,254	12.6%
	2002	2,880	198	28,934	32,057	9.0%
	2003	1,913	2,132	18,772	22,853	8.4%
	2004	2,934	10	45,350	48,351	6.1%
	2005	1,941	78	24,617	26,672	7.3%
	2006	1,996	19	42,668	44,710	4.5%
	2007	1,115	5	22,972	24,101	4.6%
	2008	1,289	0	44,961	46,285	2.8%
	2009	484	0	12,849	13,342	3.6%
	2010	766	0	36,877	37,662	2.0%
	2011	539	6	18,890	19,444	2.8%
	2012	867	0	53,170	54,068	1.6%
	2013	6	0	132	138	4.3%
T Total		**23,033**	**4,664**	**407,273**	**435,402**	**5.3%**
Grand Total		**51,273**	**9,331**	**931,671**	**993,837**	**5.2%**

** Total includes no communication

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000014	1992	1	4	5	20.00%
	1993	5	1	6	83.33%
	1994	2	4	6	33.33%
	1995	3	5	8	37.50%
	1996		8	8	0.00%
	1997	2	14	16	12.50%
	1998	3	12	15	20.00%
	1999	2	26	28	7.14%
	2000	2	26	28	7.14%
	2001	5	22	27	18.52%
	2002	10	55	65	15.38%
	2003	2	36	38	5.26%
	2004	11	85	96	11.46%
	2005	3	36	39	7.69%
	2006	10	99	109	9.17%
	2007	1	38	39	2.56%
	2008	6	106	112	5.36%
	2009	1	43	44	2.27%
	2010	1	103	104	0.96%
	2011	6	73	79	7.59%
	2012	9	198	207	4.35%
	2013	1	7	8	12.50%
ST0000014 Total		86	1001	1087	7.91%
ST0000020	1992	1	14	15	6.67%
	1993	3	29	32	9.38%
	1994	8	40	48	16.67%
	1995	12	50	62	19.35%
	1996	12	56	68	17.65%
	1997	23	84	107	21.50%
	1998	19	93	112	16.96%
	1999	32	120	152	21.05%
	2000	38	154	192	19.79%
	2001	54	173	227	23.79%
	2002	68	323	391	17.39%
	2003	53	257	310	17.10%
	2004	65	469	534	12.17%
	2005	45	316	361	12.47%
	2006	57	575	632	9.02%
	2007	36	337	373	9.65%
	2008	41	538	579	7.08%
	2009	27	237	264	10.23%
	2010	29	571	600	4.83%
	2011	16	316	332	4.82%
	2012	33	971	1004	3.29%
	2013		4	4	0.00%
ST0000020 Total		672	5727	6399	10.50%
	1992	2	8	10	20.00%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000023	1993	5	26	31	16.13%
	1994	2	37	39	5.13%
	1995	13	63	76	17.11%
	1996	23	60	83	27.71%
	1997	22	83	105	20.95%
	1998	13	108	121	10.74%
	1999	35	135	170	20.59%
	2000	46	151	197	23.35%
	2001	52	168	220	23.64%
	2002	69	340	409	16.87%
	2003	45	201	246	18.29%
	2004	58	399	457	12.69%
	2005	33	220	253	13.04%
	2006	31	432	463	6.70%
	2007	40	201	241	16.60%
	2008	26	469	495	5.25%
	2009	18	143	161	11.18%
	2010	19	405	424	4.48%
	2011	14	169	183	7.65%
	2012	20	590	610	3.28%
	2013		4	4	0.00%
ST0000023 Total		586	4412	4998	11.72%
ST0000034	1992	7	8	15	46.67%
	1993	4	16	20	20.00%
	1994	1	23	24	4.17%
	1995	2	37	39	5.13%
	1996	7	40	47	14.89%
	1997	5	50	55	9.09%
	1998	12	74	86	13.95%
	1999	12	73	85	14.12%
	2000	7	84	91	7.69%
	2001	19	91	110	17.27%
	2002	37	249	286	12.94%
	2003	14	136	150	9.33%
	2004	32	345	377	8.49%
	2005	12	168	180	6.67%
	2006	19	371	390	4.87%
	2007	18	191	209	8.61%
	2008	14	442	456	3.07%
	2009	5	134	139	3.60%
	2010	13	446	459	2.83%
	2011	7	186	193	3.63%
	2012	8	634	642	1.25%
ST0000034 Total		255	3798	4053	6.29%
	1992		8	8	0.00%
	1993		4	4	0.00%
	1994		6	6	0.00%
	1995		7	7	0.00%
	1996	5	17	22	22.73%

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	21	24	12.50%
	1998	9	41	50	18.00%
	1999	9	40	49	18.37%
	2000	6	30	36	16.67%
	2001	15	29	44	34.09%
	2002	9	94	103	8.74%
	2003	14	74	88	15.91%
	2004	18	138	156	11.54%
	2005	11	82	93	11.83%
	2006	9	155	164	5.49%
	2007	6	97	103	5.83%
	2008	16	212	228	7.02%
	2009	10	72	82	12.20%
	2010	10	222	232	4.31%
	2011	20	164	184	10.87%
	2012	23	379	402	5.72%
	2013		2	2	0.00%
ST0000036 Total		193	1894	2087	9.25%
ST0000065	1992	1	11	12	8.33%
	1993		7	7	0.00%
	1994	4	8	12	33.33%
	1995	2	14	16	12.50%
	1996	3	26	29	10.34%
	1997	5	32	37	13.51%
	1998	6	39	45	13.33%
	1999	9	57	66	13.64%
	2000	8	44	52	15.38%
	2001	11	60	71	15.49%
	2002	19	132	151	12.58%
	2003	13	69	82	15.85%
	2004	18	167	185	9.73%
	2005	4	67	71	5.63%
	2006	19	182	201	9.45%
	2007	4	92	96	4.17%
	2008	7	189	196	3.57%
	2009	1	44	45	2.22%
	2010	6	193	199	3.02%
	2011	3	78	81	3.70%
	2012	16	255	271	5.90%
	2013		1	1	0.00%
ST0000065 Total		159	1767	1926	8.26%
	1992	1	13	14	7.14%
	1993	3	33	36	8.33%
	1994	3	44	47	6.38%
	1995	6	55	61	9.84%
	1996	6	41	47	12.77%
	1997	19	78	97	19.59%
	1998	25	120	145	17.24%
	1999	30	141	171	17.54%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000107	2000	35	127	162	21.60%
	2001	50	152	202	24.75%
	2002	68	352	420	16.19%
	2003	57	275	332	17.17%
	2004	74	502	576	12.85%
	2005	40	317	357	11.20%
	2006	66	530	596	11.07%
	2007	31	261	292	10.62%
	2008	30	512	542	5.54%
	2009	15	170	185	8.11%
	2010	21	557	578	3.63%
	2011	15	255	270	5.56%
	2012	27	777	804	3.36%
	2013		2	2	0.00%
ST0000107 Total		622	5314	5936	10.48%
ST0000112	1992	3	13	16	18.75%
	1993	4	30	34	11.76%
	1994	2	46	48	4.17%
	1995	7	49	56	12.50%
	1996	9	47	56	16.07%
	1997	10	60	70	14.29%
	1998	24	94	118	20.34%
	1999	10	108	118	8.47%
	2000	27	108	135	20.00%
	2001	20	139	159	12.58%
	2002	41	300	341	12.02%
	2003	31	177	208	14.90%
	2004	37	427	464	7.97%
	2005	26	211	237	10.97%
	2006	28	429	457	6.13%
	2007	12	231	243	4.94%
	2008	31	462	493	6.29%
	2009	6	149	155	3.87%
	2010	20	418	438	4.57%
	2011	6	201	207	2.90%
	2012	16	579	595	2.69%
	2013		2	2	0.00%
ST0000112 Total		370	4280	4650	7.96%
ST0000120	1992	1	5	6	16.67%
	1993		2	2	0.00%
	1994	1	4	5	20.00%
	1995	1	4	5	20.00%
	1996		5	5	0.00%
	1997		11	11	0.00%
	1998	3	10	13	23.08%
	1999	2	15	17	11.76%
	2000	2	18	20	10.00%
	2001	2	13	15	13.33%
	2002	4	14	18	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**
	2003	5	26	31	16.13%
	2004	3	41	44	6.82%
	2005	6	39	45	13.33%
	2006	5	55	60	8.33%
	2007	2	28	30	6.67%
	2008	3	62	65	4.62%
	2009		22	22	0.00%
	2010	2	57	59	3.39%
	2011	3	21	24	12.50%
	2012	4	74	78	5.13%
ST0000120 Total		49	526	575	8.52%
	1992	4	23	27	14.81%
	1993	3	26	29	10.34%
	1994	10	31	41	24.39%
	1995	10	58	68	14.71%
	1996	5	53	58	8.62%
	1997	8	77	85	9.41%
	1998	10	95	105	9.52%
	1999	21	130	151	13.91%
	2000	21	131	152	13.82%
	2001	32	148	180	17.78%
ST0000125	2002	46	327	373	12.33%
	2003	33	195	228	14.47%
	2004	53	405	458	11.57%
	2005	24	214	238	10.08%
	2006	26	415	441	5.90%
	2007	9	205	214	4.21%
	2008	21	450	471	4.46%
	2009	5	111	116	4.31%
	2010	11	401	412	2.67%
	2011	3	125	128	2.34%
	2012	11	583	594	1.85%
ST0000125 Total		366	4203	4569	8.01%
	1992		1	1	0.00%
	1993		8	8	0.00%
	1994	2	14	16	12.50%
	1995	3	16	19	15.79%
	1996	6	34	40	15.00%
	1997	2	24	26	7.69%
	1998	5	44	49	10.20%
	1999	5	41	46	10.87%
	2000	12	48	60	20.00%
	2001	13	72	85	15.29%
ST0000132	2002	21	159	180	11.67%
	2003	12	85	97	12.37%
	2004	14	236	250	5.60%
	2005	16	121	137	11.68%
	2006	16	306	322	4.97%
	2007	7	185	192	3.65%

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**
	2008	19	392	411	4.62%
	2009	3	131	134	2.24%
	2010	11	437	448	2.46%
	2011	8	184	192	4.17%
	2012	17	509	526	3.23%
	2013		3	3	0.00%
ST0000132 Total		192	3050	3242	5.92%
	1992		11	11	0.00%
	1993	3	9	12	25.00%
	1994	3	17	20	15.00%
	1995	2	25	27	7.41%
	1996	1	30	31	3.23%
	1997	8	48	56	14.29%
	1998	11	52	63	17.46%
	1999	11	85	96	11.46%
	2000	18	66	84	21.43%
	2001	20	90	110	18.18%
	2002	26	261	287	9.06%
ST0000171	2003	22	136	158	13.92%
	2004	30	386	416	7.21%
	2005	10	193	203	4.93%
	2006	23	441	464	4.96%
	2007	6	232	238	2.52%
	2008	21	542	563	3.73%
	2009	5	134	139	3.60%
	2010	19	585	604	3.15%
	2011	9	229	238	3.78%
	2012	17	802	819	2.08%
	2013		1	1	0.00%
ST0000171 Total		265	4375	4640	5.71%
	1992	3	22	25	12.00%
	1993	3	22	25	12.00%
	1994	6	37	43	13.95%
	1995	5	60	65	7.69%
	1996	10	61	71	14.08%
	1997	14	99	113	12.39%
	1998	29	125	154	18.83%
	1999	25	119	144	17.36%
	2000	18	136	154	11.69%
	2001	31	166	197	15.74%
	2002	47	434	481	9.77%
ST0000193	2003	37	198	235	15.74%
	2004	55	550	605	9.09%
	2005	26	309	335	7.76%
	2006	59	600	659	8.95%
	2007	34	329	363	9.37%
	2008	34	672	706	4.82%
	2009	13	203	216	6.02%
	2010	26	692	718	3.62%

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	20	259	279	7.17%
	2012	31	1006	1037	2.99%
	2013		1	1	0.00%
ST0000193 Total		526	6100	6626	7.94%
	1992		3	3	0.00%
	1993		1	1	0.00%
	1994		8	8	0.00%
	1995		4	4	0.00%
	1996		7	7	0.00%
	1997	7	12	19	36.84%
	1998	1	11	12	8.33%
	1999	1	14	15	6.67%
	2000	1	12	13	7.69%
	2001	4	22	26	15.38%
ST0000229	2002	8	43	51	15.69%
	2003	6	33	39	15.38%
	2004	5	76	81	6.17%
	2005	8	49	57	14.04%
	2006	10	106	116	8.62%
	2007	4	59	63	6.35%
	2008	5	126	131	3.82%
	2009	6	46	52	11.54%
	2010	7	159	166	4.22%
	2011	6	79	85	7.06%
	2012	17	258	275	6.18%
ST0000229 Total		96	1128	1224	7.84%
	1992	3	12	15	20.00%
	1993	4	25	29	13.79%
	1994	8	42	50	16.00%
	1995	11	49	60	18.33%
	1996	4	48	52	7.69%
	1997	21	81	102	20.59%
	1998	24	121	145	16.55%
	1999	25	146	171	14.62%
	2000	49	153	202	24.26%
	2001	52	175	227	22.91%
ST0000326	2002	69	341	410	16.83%
	2003	45	229	274	16.42%
	2004	64	463	527	12.14%
	2005	37	252	289	12.80%
	2006	39	506	545	7.16%
	2007	14	274	288	4.86%
	2008	25	542	567	4.41%
	2009	6	157	163	3.68%
	2010	12	519	531	2.26%
	2011	6	196	202	2.97%
	2012	17	690	707	2.40%
	2013		1	1	0.00%
ST0000326 Total		535	5022	5557	9.63%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000328	1992	2	15	17	11.76%
	1993	2	23	25	8.00%
	1994	12	35	47	25.53%
	1995	3	57	60	5.00%
	1996	6	64	70	8.57%
	1997	30	87	117	25.64%
	1998	26	128	154	16.88%
	1999	31	144	175	17.71%
	2000	21	144	165	12.73%
	2001	45	188	233	19.31%
	2002	67	375	442	15.16%
	2003	24	214	238	10.08%
	2004	54	466	520	10.38%
	2005	28	289	317	8.83%
	2006	40	458	498	8.03%
	2007	15	235	250	6.00%
	2008	20	469	489	4.09%
	2009	12	152	164	7.32%
	2010	13	391	404	3.22%
	2011	4	154	158	2.53%
	2012	22	625	647	3.40%
	2013		2	2	0.00%
ST0000328 Total		477	4715	5192	9.19%
ST0000329	1992	2	9	11	18.18%
	1993	3	10	13	23.08%
	1994	1	18	19	5.26%
	1995	7	21	28	25.00%
	1996	9	36	45	20.00%
	1997	11	43	54	20.37%
	1998	22	90	112	19.64%
	1999	20	86	106	18.87%
	2000	34	112	146	23.29%
	2001	47	118	165	28.48%
	2002	41	231	272	15.07%
	2003	37	172	209	17.70%
	2004	53	365	418	12.68%
	2005	34	219	253	13.44%
	2006	36	458	494	7.29%
	2007	17	257	274	6.20%
	2008	21	525	546	3.85%
	2009	6	169	175	3.43%
	2010	11	454	465	2.37%
	2011	14	241	255	5.49%
	2012	12	587	599	2.00%
	2013		1	1	0.00%
ST0000329 Total		438	4222	4660	9.40%
	1992	3	27	30	10.00%
	1993	4	37	41	9.76%
	1994	9	29	38	23.68%

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**
ST0000359	1995	16	82	98	16.33%
	1996	7	60	67	10.45%
	1997	14	88	102	13.73%
	1998	19	99	118	16.10%
	1999	20	124	144	13.89%
	2000	20	123	143	13.99%
	2001	29	169	198	14.65%
	2002	48	350	398	12.06%
	2003	28	210	238	11.76%
	2004	44	531	575	7.65%
	2005	21	295	316	6.65%
	2006	34	555	589	5.77%
	2007	24	273	297	8.08%
	2008	9	510	519	1.73%
	2009	10	189	199	5.03%
	2010	13	544	557	2.33%
	2011	5	201	206	2.43%
	2012	11	738	749	1.47%
ST0000359 Total		388	5234	5622	6.90%
ST0000386	1992	7	26	33	21.21%
	1993	4	55	59	6.78%
	1994	6	83	89	6.74%
	1995	16	100	116	13.79%
	1996	21	140	161	13.04%
	1997	32	195	227	14.10%
	1998	46	245	291	15.81%
	1999	42	268	310	13.55%
	2000	59	279	338	17.46%
	2001	103	376	479	21.50%
	2002	102	850	952	10.71%
	2003	87	512	599	14.52%
	2004	116	1036	1152	10.07%
	2005	88	522	610	14.43%
	2006	94	1042	1136	8.27%
	2007	39	537	576	6.77%
	2008	63	1093	1156	5.45%
	2009	12	299	311	3.86%
	2010	25	1021	1046	2.39%
	2011	20	404	424	4.72%
	2012	19	1406	1425	1.33%
	2013		1	1	0.00%
ST0000386 Total		1001	10490	11491	8.71%
	1992	5	32	37	13.51%
	1993	4	37	41	9.76%
	1994	15	45	60	25.00%
	1995	6	66	72	8.33%
	1996	20	67	87	22.99%
	1997	17	89	106	16.04%
	1998	21	145	166	12.65%

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**
ST0000412	1999	22	103	125	17.60%
	2000	26	144	170	15.29%
	2001	41	170	211	19.43%
	2002	62	315	377	16.45%
	2003	31	197	228	13.60%
	2004	53	398	451	11.75%
	2005	41	254	295	13.90%
	2006	31	415	446	6.95%
	2007	14	218	232	6.03%
	2008	25	432	457	5.47%
	2009	4	125	129	3.10%
	2010	15	407	422	3.55%
	2011	5	161	166	3.01%
	2012	12	519	531	2.26%
ST0000412 Total		470	4339	4809	9.77%
ST0000434	1992		17	17	0.00%
	1993	3	22	25	12.00%
	1994	6	26	32	18.75%
	1995	2	41	43	4.65%
	1996	2	53	55	3.64%
	1997	10	91	101	9.90%
	1998	24	128	152	15.79%
	1999	19	124	143	13.29%
	2000	19	144	163	11.66%
	2001	28	168	196	14.29%
	2002	52	458	510	10.20%
	2003	27	289	316	8.54%
	2004	61	688	749	8.14%
	2005	29	361	390	7.44%
	2006	38	835	873	4.35%
	2007	22	361	383	5.74%
	2008	30	951	981	3.06%
	2009	13	258	271	4.80%
	2010	18	1042	1060	1.70%
	2011	12	423	435	2.76%
	2012	25	1332	1357	1.84%
	2013		1	1	0.00%
ST0000434 Total		440	7813	8253	5.33%
ST0000469	1992	4	26	30	13.33%
	1993	2	37	39	5.13%
	1994	7	33	40	17.50%
	1995	6	61	67	8.96%
	1996	8	73	81	9.88%
	1997	12	97	109	11.01%
	1998	17	112	129	13.18%
	1999	19	144	163	11.66%
	2000	22	154	176	12.50%
	2001	38	167	205	18.54%
	2002	33	374	407	8.11%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2003	31	234	265	11.70%
	2004	47	535	582	8.08%
	2005	19	272	291	6.53%
	2006	31	474	505	6.14%
	2007	13	233	246	5.28%
	2008	16	547	563	2.84%
	2009	7	146	153	4.58%
	2010	10	502	512	1.95%
	2011	8	170	178	4.49%
	2012	13	695	708	1.84%
ST0000469 Total		363	5086	5449	6.66%
	1992		4	4	0.00%
	1993		3	3	0.00%
	1994	1	9	10	10.00%
	1995	2	14	16	12.50%
	1996	1	19	20	5.00%
	1997	3	30	33	9.09%
	1998	5	36	41	12.20%
	1999	11	48	59	18.64%
	2000	7	47	54	12.96%
	2001	12	45	57	21.05%
ST0000493	2002	17	133	150	11.33%
	2003	10	70	80	12.50%
	2004	12	209	221	5.43%
	2005	9	85	94	9.57%
	2006	15	245	260	5.77%
	2007	6	83	89	6.74%
	2008	9	286	295	3.05%
	2009	2	85	87	2.30%
	2010	5	276	281	1.78%
	2011	1	111	112	0.89%
	2012	10	414	424	2.36%
ST0000493 Total		138	2252	2390	5.77%
	1992		20	20	0.00%
	1993	5	19	24	20.83%
	1994	3	22	25	12.00%
	1995	10	45	55	18.18%
	1996	4	38	42	9.52%
	1997	7	78	85	8.24%
	1998	10	88	98	10.20%
	1999	10	101	111	9.01%
	2000	11	95	106	10.38%
	2001	19	107	126	15.08%
ST0000516	2002	21	314	335	6.27%
	2003	18	131	149	12.08%
	2004	39	421	460	8.48%
	2005	29	215	244	11.89%
	2006	27	487	514	5.25%
	2007	8	197	205	3.90%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2008	26	626	652	3.99%
	2009	8	168	176	4.55%
	2010	14	564	578	2.42%
	2011	4	193	197	2.03%
	2012	22	776	798	2.76%
ST0000516 Total		295	4705	5000	5.90%
	1992	1	5	6	16.67%
	1993		12	12	0.00%
	1994	4	23	27	14.81%
	1995	1	33	34	2.94%
	1996	2	31	33	6.06%
	1997	6	41	47	12.77%
	1998	5	56	61	8.20%
	1999	6	79	85	7.06%
	2000	12	65	77	15.58%
	2001	13	67	80	16.25%
ST0000520	2002	18	207	225	8.00%
	2003	14	133	147	9.52%
	2004	22	333	355	6.20%
	2005	11	117	128	8.59%
	2006	25	358	383	6.53%
	2007	8	143	151	5.30%
	2008	8	379	387	2.07%
	2009	1	100	101	0.99%
	2010	5	368	373	1.34%
	2011	1	106	107	0.93%
	2012	7	497	504	1.39%
ST0000520 Total		170	3153	3323	5.12%
	1992	2	8	10	20.00%
	1993	1	15	16	6.25%
	1994	2	12	14	14.29%
	1995	2	30	32	6.25%
	1996	5	32	37	13.51%
	1997	7	57	64	10.94%
	1998	13	81	94	13.83%
	1999	14	87	101	13.86%
	2000	21	113	134	15.67%
	2001	25	137	162	15.43%
ST0000525	2002	34	339	373	9.12%
	2003	19	192	211	9.00%
	2004	52	481	533	9.76%
	2005	26	297	323	8.05%
	2006	37	540	577	6.41%
	2007	20	304	324	6.17%
	2008	27	736	763	3.54%
	2009	7	209	216	3.24%
	2010	13	720	733	1.77%
	2011	5	282	287	1.74%
	2012	13	1044	1057	1.23%

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**
	2013		3	3	0.00%
ST0000525 Total		345	5719	6064	5.69%
ST0000557	1992	3	8	11	27.27%
	1993	1	14	15	6.67%
	1994	8	21	29	27.59%
	1995	8	37	45	17.78%
	1996	10	47	57	17.54%
	1997	4	50	54	7.41%
	1998	14	76	90	15.56%
	1999	10	70	80	12.50%
	2000	8	74	82	9.76%
	2001	22	112	134	16.42%
	2002	25	233	258	9.69%
	2003	21	131	152	13.82%
	2004	27	337	364	7.42%
	2005	12	138	150	8.00%
	2006	29	348	377	7.69%
	2007	6	138	144	4.17%
	2008	16	406	422	3.79%
	2009	6	72	78	7.69%
	2010	8	359	367	2.18%
	2011	6	146	152	3.95%
	2012	10	495	505	1.98%
ST0000557 Total		254	3312	3566	7.12%
ST0000581	1992	7	34	41	17.07%
	1993	7	56	63	11.11%
	1994	9	78	87	10.34%
	1995	10	96	106	9.43%
	1996	36	130	166	21.69%
	1997	28	182	210	13.33%
	1998	58	249	307	18.89%
	1999	51	267	318	16.04%
	2000	95	300	395	24.05%
	2001	98	347	445	22.02%
	2002	113	637	750	15.07%
	2003	70	465	535	13.08%
	2004	109	934	1043	10.45%
	2005	81	511	592	13.68%
	2006	95	964	1059	8.97%
	2007	48	523	571	8.41%
	2008	54	889	943	5.73%
	2009	24	358	382	6.28%
	2010	30	872	902	3.33%
	2011	18	411	429	4.20%
	2012	35	1163	1198	2.92%
	2013		1	1	0.00%
ST0000581 Total		1076	9467	10543	10.21%
	1992		4	4	0.00%
	1993	2	6	8	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**
ST0000616	1994		9	9	0.00%
	1995	2	8	10	20.00%
	1996	2	15	17	11.76%
	1997	6	32	38	15.79%
	1998	4	52	56	7.14%
	1999	10	66	76	13.16%
	2000	10	77	87	11.49%
	2001	18	64	82	21.95%
	2002	26	202	228	11.40%
	2003	19	122	141	13.48%
	2004	19	283	302	6.29%
	2005	12	155	167	7.19%
	2006	29	345	374	7.75%
	2007	16	190	206	7.77%
	2008	17	369	386	4.40%
	2009	8	140	148	5.41%
	2010	9	396	405	2.22%
	2011	2	198	200	1.00%
	2012	14	607	621	2.25%
ST0000616 Total		225	3340	3565	6.31%
ST0000648	1992		9	9	0.00%
	1993		10	10	0.00%
	1994	8	21	29	27.59%
	1995	6	25	31	19.35%
	1996	7	33	40	17.50%
	1997	6	35	41	14.63%
	1998	11	64	75	14.67%
	1999	10	66	76	13.16%
	2000	15	71	86	17.44%
	2001	18	107	125	14.40%
	2002	28	209	237	11.81%
	2003	14	110	124	11.29%
	2004	34	306	340	10.00%
	2005	13	118	131	9.92%
	2006	20	307	327	6.12%
	2007	8	130	138	5.80%
	2008	12	312	324	3.70%
	2009	2	72	74	2.70%
	2010	6	331	337	1.78%
	2011	3	104	107	2.80%
	2012		422	422	0.00%
	2013		2	2	0.00%
ST0000648 Total		221	2864	3085	7.16%
	1992	6	16	22	27.27%
	1993	5	10	15	33.33%
	1994		24	24	0.00%
	1995	1	22	23	4.35%
	1996	21	49	70	30.00%
	1997	28	82	110	25.45%

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**
ST0000697	1998	49	122	171	28.65%
	1999	51	135	186	27.42%
	2000	73	165	238	30.67%
	2001	69	173	242	28.51%
	2002	83	280	363	22.87%
	2003	65	212	277	23.47%
	2004	74	378	452	16.37%
	2005	43	205	248	17.34%
	2006	53	361	414	12.80%
	2007	20	199	219	9.13%
	2008	12	348	360	3.33%
	2009	10	131	141	7.09%
	2010	9	326	335	2.69%
	2011	5	149	154	3.25%
	2012	11	443	454	2.42%
	2013		4	4	0.00%
ST0000697 Total		688	3834	4522	15.21%
ST0000725	1992	12	39	51	23.53%
	1993	27	62	89	30.34%
	1994	14	104	118	11.86%
	1995	25	138	163	15.34%
	1996	34	139	173	19.65%
	1997	59	228	287	20.56%
	1998	67	243	310	21.61%
	1999	86	289	375	22.93%
	2000	104	314	418	24.88%
	2001	101	360	461	21.91%
	2002	180	692	872	20.64%
	2003	117	431	548	21.35%
	2004	127	724	851	14.92%
	2005	87	462	549	15.85%
	2006	79	808	887	8.91%
	2007	51	470	521	9.79%
	2008	46	788	834	5.52%
	2009	22	267	289	7.61%
	2010	29	559	588	4.93%
	2011	14	259	273	5.13%
	2012	18	762	780	2.31%
	2013		4	4	0.00%
ST0000725 Total		1299	8142	9441	13.76%
	1992		34	34	0.00%
	1993	5	28	33	15.15%
	1994	9	66	75	12.00%
	1995	9	71	80	11.25%
	1996	17	88	105	16.19%
	1997	28	137	165	16.97%
	1998	26	190	216	12.04%
	1999	35	182	217	16.13%
	2000	35	177	212	16.51%

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**
ST0000776	2001	54	188	242	22.31%
	2002	86	524	610	14.10%
	2003	39	305	344	11.34%
	2004	76	647	723	10.51%
	2005	38	332	370	10.27%
	2006	49	663	712	6.88%
	2007	40	328	368	10.87%
	2008	35	744	779	4.49%
	2009	22	221	243	9.05%
	2010	14	592	606	2.31%
	2011	11	257	268	4.10%
	2012	22	969	991	2.22%
	2013		1	1	0.00%
ST0000776 Total		650	6744	7394	8.79%
ST0000790	1992	9	27	36	25.00%
	1993	6	35	41	14.63%
	1994	8	55	63	12.70%
	1995	13	66	79	16.46%
	1996	15	71	86	17.44%
	1997	30	88	118	25.42%
	1998	27	139	166	16.27%
	1999	41	156	197	20.81%
	2000	48	170	218	22.02%
	2001	70	191	261	26.82%
	2002	68	389	457	14.88%
	2003	60	257	317	18.93%
	2004	77	511	588	13.10%
	2005	37	240	277	13.36%
	2006	33	440	473	6.98%
	2007	18	232	250	7.20%
	2008	29	391	420	6.90%
	2009	6	121	127	4.72%
	2010	18	408	426	4.23%
	2011	9	130	139	6.47%
	2012	15	513	528	2.84%
	2013		3	3	0.00%
ST0000790 Total		637	4633	5270	12.09%
ST0000963	1992		7	7	0.00%
	1993	3	8	11	27.27%
	1994	4	22	26	15.38%
	1995	1	28	29	3.45%
	1996	5	52	57	8.77%
	1997	16	61	77	20.78%
	1998	13	92	105	12.38%
	1999	26	98	124	20.97%
	2000	23	96	119	19.33%
	2001	39	127	166	23.49%
	2002	55	321	376	14.63%
	2003	34	193	227	14.98%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2004	56	463	519	10.79%
	2005	24	270	294	8.16%
	2006	36	553	589	6.11%
	2007	24	327	351	6.84%
	2008	24	572	596	4.03%
	2009	10	214	224	4.46%
	2010	15	599	614	2.44%
	2011	11	272	283	3.89%
	2012	13	928	941	1.38%
	2013		6	6	0.00%
ST0000963 Total		432	5309	5741	7.52%
	1992	1	2	3	33.33%
	1993	1	6	7	14.29%
	1994	1	10	11	9.09%
	1995		10	10	0.00%
	1996	3	21	24	12.50%
	1997	4	30	34	11.76%
	1998	7	35	42	16.67%
	1999	11	45	56	19.64%
	2000	11	48	59	18.64%
	2001	11	52	63	17.46%
ST0000969	2002	8	86	94	8.51%
	2003	12	79	91	13.19%
	2004	21	135	156	13.46%
	2005	18	72	90	20.00%
	2006	9	143	152	5.92%
	2007	11	73	84	13.10%
	2008	10	150	160	6.25%
	2009	2	50	52	3.85%
	2010	4	151	155	2.58%
	2011	3	56	59	5.08%
	2012	8	182	190	4.21%
	2013		2	2	0.00%
ST0000969 Total		156	1438	1594	9.79%
	1992	10	28	38	26.32%
	1993	2	33	35	5.71%
	1994	7	49	56	12.50%
	1995	7	81	88	7.95%
	1996	14	73	87	16.09%
	1997	30	117	147	20.41%
	1998	38	151	189	20.11%
	1999	32	155	187	17.11%
	2000	35	196	231	15.15%
	2001	48	216	264	18.18%
ST0000972	2002	66	466	532	12.41%
	2003	62	311	373	16.62%
	2004	56	589	645	8.68%
	2005	42	408	450	9.33%
	2006	56	596	652	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**
	2007	39	389	428	9.11%
	2008	35	642	677	5.17%
	2009	21	284	305	6.89%
	2010	23	655	678	3.39%
	2011	31	354	385	8.05%
	2012	32	873	905	3.54%
ST0000972 Total		686	6666	7352	9.33%
	1992	8	24	32	25.00%
	1993	4	39	43	9.30%
	1994	5	46	51	9.80%
	1995	6	47	53	11.32%
	1996	10	57	67	14.93%
	1997	15	63	78	19.23%
	1998	25	91	116	21.55%
	1999	19	127	146	13.01%
	2000	32	131	163	19.63%
	2001	35	151	186	18.82%
	2002	59	355	414	14.25%
ST0000986	2003	42	216	258	16.28%
	2004	37	521	558	6.63%
	2005	34	302	336	10.12%
	2006	35	553	588	5.95%
	2007	20	318	338	5.92%
	2008	27	577	604	4.47%
	2009	7	188	195	3.59%
	2010	15	655	670	2.24%
	2011	13	285	298	4.36%
	2012	31	905	936	3.31%
	2013		4	4	0.00%
ST0000986 Total		479	5655	6134	7.81%
	1992	3	28	31	9.68%
	1993	4	21	25	16.00%
	1994	7	35	42	16.67%
	1995	10	57	67	14.93%
	1996	9	49	58	15.52%
	1997	11	86	97	11.34%
	1998	25	107	132	18.94%
	1999	19	155	174	10.92%
	2000	14	114	128	10.94%
	2001	39	141	180	21.67%
	2002	47	359	406	11.58%
ST0000994	2003	28	190	218	12.84%
	2004	50	440	490	10.20%
	2005	34	206	240	14.17%
	2006	34	460	494	6.88%
	2007	14	209	223	6.28%
	2008	27	486	513	5.26%
	2009	9	123	132	6.82%
	2010	13	427	440	2.95%

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**
	2011	7	172	179	3.91%
	2012	9	635	644	1.40%
	2013		1	1	0.00%
ST0000994 Total		413	4501	4914	8.40%
	1992	3	15	18	16.67%
	1993	4	28	32	12.50%
	1994	4	37	41	9.76%
	1995	6	51	57	10.53%
	1996	9	68	77	11.69%
	1997	20	95	115	17.39%
	1998	21	129	150	14.00%
	1999	35	139	174	20.11%
	2000	28	173	201	13.93%
	2001	46	186	232	19.83%
ST0001010	2002	66	349	415	15.90%
	2003	43	252	295	14.58%
	2004	60	444	504	11.90%
	2005	34	275	309	11.00%
	2006	23	391	414	5.56%
	2007	24	277	301	7.97%
	2008	29	374	403	7.20%
	2009	9	127	136	6.62%
	2010	14	303	317	4.42%
	2011	3	150	153	1.96%
	2012	7	339	346	2.02%
	2013		2	2	0.00%
ST0001010 Total		488	4204	4692	10.40%
	1992	1	22	23	4.35%
	1993	5	27	32	15.63%
	1994	9	63	72	12.50%
	1995	5	72	77	6.49%
	1996	14	83	97	14.43%
	1997	9	115	124	7.26%
	1998	18	139	157	11.46%
	1999	37	181	218	16.97%
	2000	34	181	215	15.81%
	2001	49	193	242	20.25%
ST0001056	2002	61	479	540	11.30%
	2003	41	312	353	11.61%
	2004	64	769	833	7.68%
	2005	35	337	372	9.41%
	2006	56	784	840	6.67%
	2007	22	367	389	5.66%
	2008	21	785	806	2.61%
	2009	9	233	242	3.72%
	2010	14	724	738	1.90%
	2011	10	320	330	3.03%
	2012	30	1199	1229	2.44%
ST0001056 Total		544	7385	7929	6.86%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001095	1992	6	21	27	22.22%
	1993	2	21	23	8.70%
	1994	3	34	37	8.11%
	1995	6	65	71	8.45%
	1996	25	63	88	28.41%
	1997	27	107	134	20.15%
	1998	28	156	184	15.22%
	1999	49	164	213	23.00%
	2000	55	196	251	21.91%
	2001	81	279	360	22.50%
	2002	92	446	538	17.10%
	2003	77	376	453	17.00%
	2004	75	640	715	10.49%
	2005	58	470	528	10.98%
	2006	42	654	696	6.03%
	2007	44	426	470	9.36%
	2008	45	604	649	6.93%
	2009	21	267	288	7.29%
	2010	14	536	550	2.55%
	2011	16	276	292	5.48%
	2012	26	678	704	3.69%
	2013		1	1	0.00%
ST0001095 Total		792	6480	7272	10.89%
ST0001193	1992	7	29	36	19.44%
	1993	11	68	79	13.92%
	1994	13	101	114	11.40%
	1995	19	136	155	12.26%
	1996	34	133	167	20.36%
	1997	38	212	250	15.20%
	1998	67	270	337	19.88%
	1999	77	282	359	21.45%
	2000	100	364	464	21.55%
	2001	113	407	520	21.73%
	2002	142	690	832	17.07%
	2003	122	522	644	18.94%
	2004	127	808	935	13.58%
	2005	83	479	562	14.77%
	2006	87	777	864	10.07%
	2007	40	431	471	8.49%
	2008	46	705	751	6.13%
	2009	13	261	274	4.74%
	2010	20	559	579	3.45%
	2011	17	266	283	6.01%
	2012	13	747	760	1.71%
	2013		2	2	0.00%
ST0001193 Total		1189	8249	9438	12.60%
	1992	2	26	28	7.14%
	1993	6	49	55	10.91%
	1994	7	63	70	10.00%

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**
ST0001216	1995	11	75	86	12.79%
	1996	12	90	102	11.76%
	1997	22	133	155	14.19%
	1998	32	159	191	16.75%
	1999	45	188	233	19.31%
	2000	66	204	270	24.44%
	2001	81	244	325	24.92%
	2002	108	550	658	16.41%
	2003	63	316	379	16.62%
	2004	99	707	806	12.28%
	2005	66	408	474	13.92%
	2006	59	796	855	6.90%
	2007	56	449	505	11.09%
	2008	38	853	891	4.26%
	2009	12	267	279	4.30%
	2010	25	780	805	3.11%
	2011	7	355	362	1.93%
	2012	13	1057	1070	1.21%
ST0001216 Total		830	7769	8599	9.65%
ST0001235	1992	1	16	17	5.88%
	1993	9	20	29	31.03%
	1994	7	28	35	20.00%
	1995	6	38	44	13.64%
	1996	7	34	41	17.07%
	1997	9	72	81	11.11%
	1998	14	90	104	13.46%
	1999	24	141	165	14.55%
	2000	26	132	158	16.46%
	2001	29	176	205	14.15%
	2002	59	426	485	12.16%
	2003	22	264	286	7.69%
	2004	67	718	785	8.54%
	2005	42	350	392	10.71%
	2006	58	819	877	6.61%
	2007	27	435	462	5.84%
	2008	38	1035	1073	3.54%
	2009	11	368	379	2.90%
	2010	27	1002	1029	2.62%
	2011	8	422	430	1.86%
	2012	12	1325	1337	0.90%
	2013		2	2	0.00%
ST0001235 Total		503	7913	8416	5.98%
	1992	4	19	23	17.39%
	1993	17	45	62	27.42%
	1994	10	56	66	15.15%
	1995	23	80	103	22.33%
	1996	21	82	103	20.39%
	1997	50	143	193	25.91%
	1998	52	171	223	23.32%

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**
ST0001253	1999	75	218	293	25.60%
	2000	72	211	283	25.44%
	2001	83	268	351	23.65%
	2002	114	475	589	19.35%
	2003	81	323	404	20.05%
	2004	93	625	718	12.95%
	2005	51	392	443	11.51%
	2006	72	568	640	11.25%
	2007	28	382	410	6.83%
	2008	48	652	700	6.86%
	2009	10	223	233	4.29%
	2010	19	568	587	3.24%
	2011	10	260	270	3.70%
	2012	17	704	721	2.36%
	2013		1	1	0.00%
ST0001253 Total		950	6466	7416	12.81%
ST0001264	1992	7	26	33	21.21%
	1993	10	59	69	14.49%
	1994	11	72	83	13.25%
	1995	14	83	97	14.43%
	1996	13	101	114	11.40%
	1997	20	141	161	12.42%
	1998	31	174	205	15.12%
	1999	41	222	263	15.59%
	2000	42	203	245	17.14%
	2001	64	273	337	18.99%
	2002	96	616	712	13.48%
	2003	62	325	387	16.02%
	2004	64	839	903	7.09%
	2005	55	393	448	12.28%
	2006	67	798	865	7.75%
	2007	34	452	486	7.00%
	2008	36	784	820	4.39%
	2009	12	274	286	4.20%
	2010	32	755	787	4.07%
	2011	20	309	329	6.08%
	2012	25	1011	1036	2.41%
ST0001264 Total		756	7910	8666	8.72%
ST0001267	1992		17	17	0.00%
	1993		25	25	0.00%
	1994	11	34	45	24.44%
	1995	5	39	44	11.36%
	1996	5	41	46	10.87%
	1997	6	71	77	7.79%
	1998	20	76	96	20.83%
	1999	14	105	119	11.76%
	2000	15	117	132	11.36%
	2001	24	128	152	15.79%
	2002	41	261	302	13.58%

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**
[illegible]	2003	26	162	188	13.83%
	2004	31	370	401	7.73%
	2005	11	190	201	5.47%
	2006	26	345	371	7.01%
	2007	13	189	202	6.44%
	2008	11	431	442	2.49%
	2009	3	115	118	2.54%
	2010	10	398	408	2.45%
	2011	8	171	179	4.47%
	2012	6	585	591	1.02%
	2013		2	2	0.00%
ST0001267 Total		286	3872	4158	6.88%
ST0001284	1992		12	12	0.00%
	1993	1	16	17	5.88%
	1994	2	20	22	9.09%
	1995	4	26	30	13.33%
	1996	4	33	37	10.81%
	1997	9	34	43	20.93%
	1998	11	58	69	15.94%
	1999	13	79	92	14.13%
	2000	14	58	72	19.44%
	2001	17	67	84	20.24%
	2002	37	236	273	13.55%
	2003	17	129	146	11.64%
	2004	40	351	391	10.23%
	2005	11	159	170	6.47%
	2006	22	377	399	5.51%
	2007	11	168	179	6.15%
	2008	20	457	477	4.19%
	2009	8	136	144	5.56%
	2010	12	466	478	2.51%
	2011	7	174	181	3.87%
	2012	9	549	558	1.61%
	2013		2	2	0.00%
ST0001284 Total		269	3607	3876	6.94%
ST0001294	1992	1	4	5	20.00%
	1993	4	6	10	40.00%
	1994		8	8	0.00%
	1995	1	8	9	11.11%
	1996		5	5	0.00%
	1997	2	9	11	18.18%
	1998	2	19	21	9.52%
	1999	1	28	29	3.45%
	2000	5	24	29	17.24%
	2001	5	35	40	12.50%
	2002	11	83	94	11.70%
	2003	10	62	72	13.89%
	2004	14	133	147	9.52%
	2005	9	79	88	10.23%

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**
	2006	18	156	174	10.34%
	2007	2	98	100	2.00%
	2008	6	200	206	2.91%
	2009	3	59	62	4.84%
	2010	9	234	243	3.70%
	2011	1	88	89	1.12%
	2012	8	318	326	2.45%
	2013		1	1	0.00%
ST0001294 Total		112	1657	1769	6.33%
	1992	3	16	19	15.79%
	1993	7	16	23	30.43%
	1994	4	25	29	13.79%
	1995	1	37	38	2.63%
	1996	25	47	72	34.72%
	1997	34	86	120	28.33%
	1998	49	92	141	34.75%
	1999	53	121	174	30.46%
	2000	66	133	199	33.17%
	2001	73	168	241	30.29%
ST0001297	2002	80	213	293	27.30%
	2003	55	194	249	22.09%
	2004	65	243	308	21.10%
	2005	49	227	276	17.75%
	2006	42	198	240	17.50%
	2007	22	124	146	15.07%
	2008	11	175	186	5.91%
	2009	2	57	59	3.39%
	2010	4	116	120	3.33%
	2011		47	47	0.00%
	2012		101	101	0.00%
	2013		1	1	0.00%
ST0001297 Total		645	2437	3082	20.93%
	1992	4	17	21	19.05%
	1993	2	37	39	5.13%
	1994	15	37	52	28.85%
	1995	16	67	83	19.28%
	1996	15	65	80	18.75%
	1997	27	93	120	22.50%
	1998	71	155	226	31.42%
	1999	50	164	214	23.36%
	2000	88	224	312	28.21%
	2001	101	211	312	32.37%
ST0001299	2002	114	342	456	25.00%
	2003	81	316	397	20.40%
	2004	85	357	442	19.23%
	2005	51	307	358	14.25%
	2006	57	349	406	14.04%
	2007	37	336	373	9.92%
	2008	40	404	444	9.01%

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	11	185	196	5.61%
	2010	8	232	240	3.33%
	2011	6	144	150	4.00%
	2012	9	238	247	3.64%
	2013		1	1	0.00%
ST0001299 Total		888	4281	5169	17.18%
	1992	1	15	16	6.25%
	1993	5	18	23	21.74%
	1994	12	36	48	25.00%
	1995	14	43	57	24.56%
	1996	15	45	60	25.00%
	1997	19	71	90	21.11%
	1998	37	88	125	29.60%
	1999	44	90	134	32.84%
	2000	51	123	174	29.31%
	2001	59	109	168	35.12%
	2002	64	167	231	27.71%
ST0001363	2003	56	158	214	26.17%
	2004	47	187	234	20.09%
	2005	43	145	188	22.87%
	2006	36	181	217	16.59%
	2007	18	129	147	12.24%
	2008	27	145	172	15.70%
	2009	10	75	85	11.76%
	2010	7	100	107	6.54%
	2011	2	91	93	2.15%
	2012	2	171	173	1.16%
	2013		2	2	0.00%
ST0001363 Total		569	2189	2758	20.63%
	1992	1	13	14	7.14%
	1993	6	36	42	14.29%
	1994	7	34	41	17.07%
	1995	13	65	78	16.67%
	1996	12	63	75	16.00%
	1997	14	83	97	14.43%
	1998	16	97	113	14.16%
	1999	11	121	132	8.33%
	2000	26	126	152	17.11%
	2001	37	129	166	22.29%
	2002	60	302	362	16.57%
ST0001371	2003	29	187	216	13.43%
	2004	39	372	411	9.49%
	2005	27	190	217	12.44%
	2006	27	386	413	6.54%
	2007	12	179	191	6.28%
	2008	18	363	381	4.72%
	2009	6	104	110	5.45%
	2010	9	338	347	2.59%
	2011	4	114	118	3.39%

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**
	2012	4	406	410	0.98%
	2013		3	3	0.00%
ST0001371 Total		378	3711	4089	9.24%
ST0001401	1992	3	22	25	12.00%
	1993	9	37	46	19.57%
	1994	10	59	69	14.49%
	1995	18	89	107	16.82%
	1996	33	90	123	26.83%
	1997	55	116	171	32.16%
	1998	57	160	217	26.27%
	1999	69	178	247	27.94%
	2000	122	275	397	30.73%
	2001	155	291	446	34.75%
	2002	117	425	542	21.59%
	2003	109	389	498	21.89%
	2004	108	532	640	16.88%
	2005	91	388	479	19.00%
	2006	73	487	560	13.04%
	2007	35	327	362	9.67%
	2008	41	333	374	10.96%
	2009	11	130	141	7.80%
	2010	12	207	219	5.48%
	2011	10	152	162	6.17%
	2012	5	215	220	2.27%
ST0001401 Total		1143	4902	6045	18.91%
ST0001423	1992		9	9	0.00%
	1993	4	11	15	26.67%
	1994	1	14	15	6.67%
	1995	3	20	23	13.04%
	1996	9	43	52	17.31%
	1997	22	55	77	28.57%
	1998	25	89	114	21.93%
	1999	33	91	124	26.61%
	2000	30	109	139	21.58%
	2001	53	100	153	34.64%
	2002	66	209	275	24.00%
	2003	43	185	228	18.86%
	2004	47	284	331	14.20%
	2005	40	221	261	15.33%
	2006	43	288	331	12.99%
	2007	24	203	227	10.57%
	2008	24	255	279	8.60%
	2009	8	144	152	5.26%
	2010	11	262	273	4.03%
	2011	10	166	176	5.68%
	2012	29	493	522	5.56%
	2013	1	1	2	50.00%
ST0001423 Total		526	3252	3778	13.92%
	1992	1	15	16	6.25%

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	1993	1	23	24	4.17%
	1994	3	31	34	8.82%
	1995	14	40	54	25.93%
	1996	11	46	57	19.30%
	1997	19	75	94	20.21%
	1998	18	92	110	16.36%
	1999	20	93	113	17.70%
	2000	24	118	142	16.90%
	2001	31	130	161	19.25%
	2002	43	258	301	14.29%
	2003	31	170	201	15.42%
	2004	32	404	436	7.34%
	2005	23	203	226	10.18%
	2006	31	382	413	7.51%
	2007	10	207	217	4.61%
	2008	17	427	444	3.83%
	2009	5	141	146	3.42%
	2010	7	405	412	1.70%
	2011	2	151	153	1.31%
	2012	11	546	557	1.97%
ST0001511 Total		354	3957	4311	8.21%
ST0001519	1992	6	28	34	17.65%
	1993	5	42	47	10.64%
	1994	1	70	71	1.41%
	1995	3	83	86	3.49%
	1996	12	98	110	10.91%
	1997	23	111	134	17.16%
	1998	17	122	139	12.23%
	1999	21	140	161	13.04%
	2000	19	145	164	11.59%
	2001	41	156	197	20.81%
	2002	32	303	335	9.55%
	2003	30	184	214	14.02%
	2004	38	393	431	8.82%
	2005	17	181	198	8.59%
	2006	27	407	434	6.22%
	2007	11	173	184	5.98%
	2008	17	348	365	4.66%
	2009	7	102	109	6.42%
	2010	12	319	331	3.63%
	2011	5	132	137	3.65%
	2012	8	455	463	1.73%
ST0001519 Total		352	3992	4344	8.10%
	1992	6	23	29	20.69%
	1993	12	36	48	25.00%
	1994	8	52	60	13.33%
	1995	8	66	74	10.81%
	1996	21	71	92	22.83%
	1997	27	98	125	21.60%

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**
ST0001594	1998	40	135	175	22.86%
	1999	34	165	199	17.09%
	2000	54	233	287	18.82%
	2001	60	220	280	21.43%
	2002	66	388	454	14.54%
	2003	57	325	382	14.92%
	2004	62	494	556	11.15%
	2005	38	329	367	10.35%
	2006	44	462	506	8.70%
	2007	25	300	325	7.69%
	2008	31	404	435	7.13%
	2009	16	152	168	9.52%
	2010	8	288	296	2.70%
	2011	9	163	172	5.23%
	2012	12	393	405	2.96%
ST0001594 Total		638	4797	5435	11.74%
ST0001615	1992		2	2	0.00%
	1993		8	8	0.00%
	1994	2	15	17	11.76%
	1995	3	22	25	12.00%
	1996	6	14	20	30.00%
	1997	10	26	36	27.78%
	1998	19	61	80	23.75%
	1999	21	66	87	24.14%
	2000	21	54	75	28.00%
	2001	31	75	106	29.25%
	2002	33	134	167	19.76%
	2003	31	89	120	25.83%
	2004	33	156	189	17.46%
	2005	19	114	133	14.29%
	2006	17	174	191	8.90%
	2007	15	122	137	10.95%
	2008	11	188	199	5.53%
	2009	7	57	64	10.94%
	2010	2	186	188	1.06%
	2011	4	90	94	4.26%
	2012	3	214	217	1.38%
	2013		3	3	0.00%
ST0001615 Total		288	1870	2158	13.35%
	1992	7	17	24	29.17%
	1993	1	22	23	4.35%
	1994	3	31	34	8.82%
	1995	5	53	58	8.62%
	1996	9	46	55	16.36%
	1997	15	60	75	20.00%
	1998	20	81	101	19.80%
	1999	23	85	108	21.30%
	2000	35	120	155	22.58%
	2001	36	139	175	20.57%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001660	2002	63	267	330	19.09%
	2003	46	221	267	17.23%
	2004	55	324	379	14.51%
	2005	28	213	241	11.62%
	2006	38	408	446	8.52%
	2007	18	236	254	7.09%
	2008	27	458	485	5.57%
	2009	8	155	163	4.91%
	2010	14	414	428	3.27%
	2011	6	200	206	2.91%
	2012	18	628	646	2.79%
	2013		4	4	0.00%
ST0001660 Total		475	4182	4657	10.20%
ST0001662	1992	5	26	31	16.13%
	1993	6	26	32	18.75%
	1994	1	27	28	3.57%
	1995	9	38	47	19.15%
	1996	15	58	73	20.55%
	1997	14	73	87	16.09%
	1998	11	102	113	9.73%
	1999	26	100	126	20.63%
	2000	27	132	159	16.98%
	2001	27	107	134	20.15%
	2002	40	272	312	12.82%
	2003	23	185	208	11.06%
	2004	39	366	405	9.63%
	2005	34	220	254	13.39%
	2006	30	436	466	6.44%
	2007	19	245	264	7.20%
	2008	18	416	434	4.15%
	2009	12	172	184	6.52%
	2010	18	465	483	3.73%
	2011	11	187	198	5.56%
	2012	9	639	648	1.39%
	2013		1	1	0.00%
ST0001662 Total		394	4293	4687	8.41%
ST0001692	1992	1	7	8	12.50%
	1993	1	10	11	9.09%
	1994	5	12	17	29.41%
	1995	4	18	22	18.18%
	1996	2	21	23	8.70%
	1997	7	34	41	17.07%
	1998	8	30	38	21.05%
	1999	8	41	49	16.33%
	2000	10	54	64	15.63%
	2001	18	63	81	22.22%
	2002	24	100	124	19.35%
	2003	18	57	75	24.00%
	2004	16	147	163	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**
	2005	7	110	117	5.98%
	2006	20	173	193	10.36%
	2007	5	96	101	4.95%
	2008	8	195	203	3.94%
	2009	6	62	68	8.82%
	2010	6	171	177	3.39%
	2011		52	52	0.00%
	2012	3	192	195	1.54%
ST0001692 Total		177	1645	1822	9.71%
	1992	1	26	27	3.70%
	1993	6	35	41	14.63%
	1994	7	54	61	11.48%
	1995	10	75	85	11.76%
	1996	5	66	71	7.04%
	1997	22	115	137	16.06%
	1998	28	129	157	17.83%
	1999	24	148	172	13.95%
	2000	25	134	159	15.72%
	2001	36	163	199	18.09%
ST0001704	2002	53	361	414	12.80%
	2003	39	228	267	14.61%
	2004	40	474	514	7.78%
	2005	31	243	274	11.31%
	2006	38	438	476	7.98%
	2007	15	220	235	6.38%
	2008	18	444	462	3.90%
	2009	4	125	129	3.10%
	2010	15	493	508	2.95%
	2011	4	167	171	2.34%
	2012	9	576	585	1.54%
ST0001704 Total		430	4714	5144	8.36%
	1992		3	3	0.00%
	1993		5	5	0.00%
	1994		14	14	0.00%
	1995		11	11	0.00%
	1996	4	27	31	12.90%
	1997	6	51	57	10.53%
	1998	10	61	71	14.08%
	1999	8	67	75	10.67%
	2000	14	60	74	18.92%
	2001	12	84	96	12.50%
ST0001725	2002	30	199	229	13.10%
	2003	14	79	93	15.05%
	2004	22	248	270	8.15%
	2005	12	106	118	10.17%
	2006	15	236	251	5.98%
	2007	6	106	112	5.36%
	2008	10	241	251	3.98%
	2009	2	63	65	3.08%

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**
	2010	8	222	230	3.48%
	2011	3	88	91	3.30%
	2012	8	311	319	2.51%
	2013		3	3	0.00%
ST0001725 Total		184	2285	2469	7.45%
	1992		5	5	0.00%
	1993	1	8	9	11.11%
	1994	3	4	7	42.86%
	1995		14	14	0.00%
	1996		15	15	0.00%
	1997	2	18	20	10.00%
	1998	5	31	36	13.89%
	1999	1	43	44	2.27%
	2000	7	42	49	14.29%
	2001	15	45	60	25.00%
	2002	23	118	141	16.31%
ST0001730	2003	9	68	77	11.69%
	2004	24	119	143	16.78%
	2005	5	55	60	8.33%
	2006	11	131	142	7.75%
	2007	5	65	70	7.14%
	2008	6	116	122	4.92%
	2009	3	56	59	5.08%
	2010	3	115	118	2.54%
	2011	1	38	39	2.56%
	2012	1	154	155	0.65%
	2013		3	3	0.00%
ST0001730 Total		125	1263	1388	9.01%
	1992	3	17	20	15.00%
	1993	7	26	33	21.21%
	1994	5	41	46	10.87%
	1995	4	63	67	5.97%
	1996	19	79	98	19.39%
	1997	34	92	126	26.98%
	1998	36	145	181	19.89%
	1999	43	193	236	18.22%
	2000	50	196	246	20.33%
	2001	74	231	305	24.26%
	2002	81	420	501	16.17%
ST0001767	2003	73	333	406	17.98%
	2004	77	650	727	10.59%
	2005	55	380	435	12.64%
	2006	55	669	724	7.60%
	2007	40	426	466	8.58%
	2008	42	708	750	5.60%
	2009	9	240	249	3.61%
	2010	24	660	684	3.51%
	2011	10	290	300	3.33%
	2012	15	880	895	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**
	2013		1	1	0.00%
ST0001767 Total		756	6740	7496	10.09%
ST0001799	1992	4	29	33	12.12%
	1993	4	42	46	8.70%
	1994		54	54	0.00%
	1995	10	74	84	11.90%
	1996	6	68	74	8.11%
	1997	16	110	126	12.70%
	1998	21	120	141	14.89%
	1999	21	134	155	13.55%
	2000	27	170	197	13.71%
	2001	46	230	276	16.67%
	2002	66	397	463	14.25%
	2003	43	221	264	16.29%
	2004	52	514	566	9.19%
	2005	26	250	276	9.42%
	2006	29	574	603	4.81%
	2007	14	248	262	5.34%
	2008	27	632	659	4.10%
	2009	7	166	173	4.05%
	2010	16	542	558	2.87%
	2011	5	214	219	2.28%
	2012	12	790	802	1.50%
ST0001799 Total		452	5579	6031	7.49%
ST0001805	1992	3	37	40	7.50%
	1993	13	52	65	20.00%
	1994	21	83	104	20.19%
	1995	25	100	125	20.00%
	1996	29	118	147	19.73%
	1997	35	168	203	17.24%
	1998	50	219	269	18.59%
	1999	58	276	334	17.37%
	2000	75	285	360	20.83%
	2001	99	315	414	23.91%
	2002	105	584	689	15.24%
	2003	81	432	513	15.79%
	2004	80	732	812	9.85%
	2005	56	425	481	11.64%
	2006	68	698	766	8.88%
	2007	26	354	380	6.84%
	2008	26	660	686	3.79%
	2009	12	186	198	6.06%
	2010	33	553	586	5.63%
	2011	5	227	232	2.16%
	2012	12	774	786	1.53%
	2013		3	3	0.00%
ST0001805 Total		912	7281	8193	11.13%
	1992	4	19	23	17.39%
	1993	6	37	43	13.95%

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**
ST0001825	1994	8	52	60	13.33%
	1995	27	85	112	24.11%
	1996	17	93	110	15.45%
	1997	29	114	143	20.28%
	1998	26	135	161	16.15%
	1999	33	165	198	16.67%
	2000	42	209	251	16.73%
	2001	57	229	286	19.93%
	2002	82	450	532	15.41%
	2003	37	280	317	11.67%
	2004	71	592	663	10.71%
	2005	50	287	337	14.84%
	2006	41	577	618	6.63%
	2007	25	289	314	7.96%
	2008	38	626	664	5.72%
	2009	6	134	140	4.29%
	2010	18	534	552	3.26%
	2011	5	202	207	2.42%
	2012	17	715	732	2.32%
	2013		5	5	0.00%
ST0001825 Total		639	5829	6468	9.88%
ST0001845	1992	2	7	9	22.22%
	1993	3	10	13	23.08%
	1994	2	8	10	20.00%
	1995	3	20	23	13.04%
	1996		13	13	0.00%
	1997	5	18	23	21.74%
	1998	8	22	30	26.67%
	1999	6	30	36	16.67%
	2000	10	36	46	21.74%
	2001	16	49	65	24.62%
	2002	16	92	108	14.81%
	2003	19	77	96	19.79%
	2004	20	130	150	13.33%
	2005	14	84	98	14.29%
	2006	18	168	186	9.68%
	2007	8	119	127	6.30%
	2008	10	205	215	4.65%
	2009	5	61	66	7.58%
	2010	10	206	216	4.63%
	2011	5	103	108	4.63%
	2012	2	281	283	0.71%
ST0001845 Total		182	1739	1921	9.47%
	1992	6	30	36	16.67%
	1993	7	50	57	12.28%
	1994	7	105	112	6.25%
	1995	10	117	127	7.87%
	1996	22	130	152	14.47%
	1997	38	166	204	18.63%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001876	1998	44	272	316	13.92%
	1999	68	303	371	18.33%
	2000	73	287	360	20.28%
	2001	103	322	425	24.24%
	2002	133	718	851	15.63%
	2003	82	400	482	17.01%
	2004	118	878	996	11.85%
	2005	58	435	493	11.76%
	2006	74	874	948	7.81%
	2007	39	427	466	8.37%
	2008	58	879	937	6.19%
	2009	22	239	261	8.43%
	2010	28	766	794	3.53%
	2011	12	290	302	3.97%
	2012	22	1113	1135	1.94%
	2013		2	2	0.00%
ST0001876 Total		1024	8803	9827	10.42%
ST0001889	1992	6	17	23	26.09%
	1993	9	30	39	23.08%
	1994	7	51	58	12.07%
	1995	4	48	52	7.69%
	1996	9	71	80	11.25%
	1997	17	90	107	15.89%
	1998	18	139	157	11.46%
	1999	20	152	172	11.63%
	2000	32	158	190	16.84%
	2001	39	210	249	15.66%
	2002	59	384	443	13.32%
	2003	37	262	299	12.37%
	2004	46	574	620	7.42%
	2005	24	368	392	6.12%
	2006	40	654	694	5.76%
	2007	27	663	690	3.91%
	2008	33	1074	1107	2.98%
	2009	14	594	608	2.30%
	2010	15	948	963	1.56%
	2011	7	742	749	0.93%
	2012	7	1245	1252	0.56%
ST0001889 Total		470	8474	8944	5.25%
	1992	11	36	47	23.40%
	1993	3	43	46	6.52%
	1994	3	66	69	4.35%
	1995	8	115	123	6.50%
	1996	22	89	111	19.82%
	1997	19	153	172	11.05%
	1998	28	207	235	11.91%
	1999	37	232	269	13.75%
	2000	38	234	272	13.97%
	2001	69	330	399	17.29%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001944	2002	88	648	736	11.96%
	2003	67	439	506	13.24%
	2004	91	931	1022	8.90%
	2005	55	460	515	10.68%
	2006	70	979	1049	6.67%
	2007	27	497	524	5.15%
	2008	43	1032	1075	4.00%
	2009	13	285	298	4.36%
	2010	33	969	1002	3.29%
	2011	10	422	432	2.31%
	2012	21	1346	1367	1.54%
	2013		4	4	0.00%
ST0001944 Total		756	9517	10273	7.36%
ST0001970	1992	5	19	24	20.83%
	1993	6	23	29	20.69%
	1994	4	27	31	12.90%
	1995	8	45	53	15.09%
	1996	8	47	55	14.55%
	1997	11	54	65	16.92%
	1998	5	80	85	5.88%
	1999	15	106	121	12.40%
	2000	16	60	76	21.05%
	2001	13	110	123	10.57%
	2002	42	294	336	12.50%
	2003	20	145	165	12.12%
	2004	19	405	424	4.48%
	2005	16	150	166	9.64%
	2006	20	415	435	4.60%
	2007	18	210	228	7.89%
	2008	21	497	518	4.05%
	2009	7	146	153	4.58%
	2010	16	546	562	2.85%
	2011	4	161	165	2.42%
	2012	13	661	674	1.93%
	2013		2	2	0.00%
ST0001970 Total		287	4203	4490	6.39%
ST0002018	1992	2	15	17	11.76%
	1993	2	9	11	18.18%
	1994	1	12	13	7.69%
	1995	1	30	31	3.23%
	1996	5	32	37	13.51%
	1997	5	58	63	7.94%
	1998	11	61	72	15.28%
	1999	15	69	84	17.86%
	2000	9	74	83	10.84%
	2001	24	84	108	22.22%
	2002	23	182	205	11.22%
	2003	12	85	97	12.37%
	2004	12	216	228	5.26%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2005	11	100	111	9.91%
	2006	9	225	234	3.85%
	2007	8	109	117	6.84%
	2008	9	252	261	3.45%
	2009	2	64	66	3.03%
	2010	9	204	213	4.23%
	2011	2	86	88	2.27%
	2012	3	279	282	1.06%
ST0002018 Total		175	2246	2421	7.23%
	1993		1	1	0.00%
	1994		2	2	0.00%
	1995		4	4	0.00%
	1996		1	1	0.00%
	1997	1	4	5	20.00%
	1999		5	5	0.00%
	2001		8	8	0.00%
	2002		4	4	0.00%
ST0002020	2003	1	4	5	20.00%
	2004		20	20	0.00%
	2005	1	5	6	16.67%
	2006	1	18	19	5.26%
	2007		4	4	0.00%
	2008	1	20	21	4.76%
	2009		2	2	0.00%
	2010		24	24	0.00%
	2011	1	9	10	10.00%
	2012	1	17	18	5.56%
ST0002020 Total		7	152	159	4.40%
	1992	2	10	12	16.67%
	1993	3	14	17	17.65%
	1994	1	24	25	4.00%
	1995	1	26	27	3.70%
	1996	8	51	59	13.56%
	1997	5	55	60	8.33%
	1998	19	74	93	20.43%
	1999	15	77	92	16.30%
	2000	16	78	94	17.02%
	2001	35	107	142	24.65%
ST0002026	2002	44	205	249	17.67%
	2003	22	126	148	14.86%
	2004	29	272	301	9.63%
	2005	23	131	154	14.94%
	2006	31	325	356	8.71%
	2007	10	126	136	7.35%
	2008	24	306	330	7.27%
	2009	2	93	95	2.11%
	2010	2	323	325	0.62%
	2011	4	131	135	2.96%
	2012	8	436	444	1.80%

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**
	2013		1	1	0.00%
ST0002026 Total		304	2991	3295	9.23%
ST0002060	1992	2	7	9	22.22%
	1993	6	11	17	35.29%
	1994	7	30	37	18.92%
	1995	4	42	46	8.70%
	1996	7	47	54	12.96%
	1997	9	52	61	14.75%
	1998	8	88	96	8.33%
	1999	19	108	127	14.96%
	2000	22	110	132	16.67%
	2001	28	122	150	18.67%
	2002	60	255	315	19.05%
	2003	19	146	165	11.52%
	2004	35	362	397	8.82%
	2005	18	163	181	9.94%
	2006	28	381	409	6.85%
	2007	16	163	179	8.94%
	2008	19	383	402	4.73%
	2009	5	114	119	4.20%
	2010	4	372	376	1.06%
	2011	5	143	148	3.38%
	2012	16	575	591	2.71%
ST0002060 Total		337	3674	4011	8.40%
ST0002070	1992	2	5	7	28.57%
	1993		3	3	0.00%
	1994	1	12	13	7.69%
	1995		12	12	0.00%
	1996	4	15	19	21.05%
	1997	5	24	29	17.24%
	1998	4	37	41	9.76%
	1999	8	38	46	17.39%
	2000	14	41	55	25.45%
	2001	19	63	82	23.17%
	2002	21	111	132	15.91%
	2003	15	100	115	13.04%
	2004	24	170	194	12.37%
	2005	15	113	128	11.72%
	2006	22	207	229	9.61%
	2007	15	130	145	10.34%
	2008	16	264	280	5.71%
	2009	3	82	85	3.53%
	2010	6	303	309	1.94%
	2011	3	139	142	2.11%
	2012	9	386	395	2.28%
	2013		7	7	0.00%
ST0002070 Total		206	2262	2468	8.35%
	1992	2	5	7	28.57%
	1993	5	23	28	17.86%

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**
ST0002120	1994	2	18	20	10.00%
	1995	1	33	34	2.94%
	1996	6	30	36	16.67%
	1997	6	33	39	15.38%
	1998	11	55	66	16.67%
	1999	14	76	90	15.56%
	2000	10	77	87	11.49%
	2001	14	88	102	13.73%
	2002	24	180	204	11.76%
	2003	15	102	117	12.82%
	2004	27	278	305	8.85%
	2005	5	131	136	3.68%
	2006	17	296	313	5.43%
	2007	3	140	143	2.10%
	2008	10	398	408	2.45%
	2009	5	108	113	4.42%
	2010	12	348	360	3.33%
	2011	5	128	133	3.76%
	2012	16	501	517	3.09%
ST0002120 Total		210	3048	3258	6.45%
ST0002133	1992	1	10	11	9.09%
	1993		14	14	0.00%
	1994	1	19	20	5.00%
	1995	4	33	37	10.81%
	1996	10	57	67	14.93%
	1997	10	52	62	16.13%
	1998	12	74	86	13.95%
	1999	19	117	136	13.97%
	2000	21	102	123	17.07%
	2001	30	132	162	18.52%
	2002	50	254	304	16.45%
	2003	32	150	182	17.58%
	2004	37	393	430	8.60%
	2005	35	193	228	15.35%
	2006	41	412	453	9.05%
	2007	22	217	239	9.21%
	2008	23	459	482	4.77%
	2009	8	128	136	5.88%
	2010	11	431	442	2.49%
	2011	12	178	190	6.32%
	2012	23	562	585	3.93%
	2013		4	4	0.00%
ST0002133 Total		402	3991	4393	9.15%
	1992	4	11	15	26.67%
	1993	1	21	22	4.55%
	1994	1	19	20	5.00%
	1995	8	37	45	17.78%
	1996	2	29	31	6.45%
	1997	7	50	57	12.28%

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**
ST0002141	1998	17	58	75	22.67%
	1999	21	80	101	20.79%
	2000	17	72	89	19.10%
	2001	18	105	123	14.63%
	2002	35	230	265	13.21%
	2003	16	151	167	9.58%
	2004	35	306	341	10.26%
	2005	14	178	192	7.29%
	2006	23	337	360	6.39%
	2007	14	203	217	6.45%
	2008	28	460	488	5.74%
	2009	7	149	156	4.49%
	2010	21	448	469	4.48%
	2011	5	213	218	2.29%
	2012	9	579	588	1.53%
ST0002141 Total		303	3736	4039	7.50%
ST0002149	1992	2	9	11	18.18%
	1993	2	14	16	12.50%
	1994	2	21	23	8.70%
	1995	1	31	32	3.13%
	1996	9	38	47	19.15%
	1997	17	45	62	27.42%
	1998	17	54	71	23.94%
	1999	16	51	67	23.88%
	2000	25	79	104	24.04%
	2001	30	96	126	23.81%
	2002	44	203	247	17.81%
	2003	24	135	159	15.09%
	2004	41	248	289	14.19%
	2005	14	120	134	10.45%
	2006	27	258	285	9.47%
	2007	12	147	159	7.55%
	2008	17	246	263	6.46%
	2009	10	91	101	9.90%
	2010	12	255	267	4.49%
	2011	7	131	138	5.07%
	2012	9	371	380	2.37%
	2013		2	2	0.00%
ST0002149 Total		338	2645	2983	11.33%
	1992	1	22	23	4.35%
	1993	4	34	38	10.53%
	1994	1	30	31	3.23%
	1995	4	41	45	8.89%
	1996	9	50	59	15.25%
	1997	8	90	98	8.16%
	1998	12	132	144	8.33%
	1999	21	143	164	12.80%
	2000	18	98	116	15.52%
	2001	23	138	161	14.29%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002153	2002	60	353	413	14.53%
	2003	20	184	204	9.80%
	2004	47	465	512	9.18%
	2005	19	187	206	9.22%
	2006	35	469	504	6.94%
	2007	16	230	246	6.50%
	2008	21	533	554	3.79%
	2009	9	155	164	5.49%
	2010	15	552	567	2.65%
	2011	3	190	193	1.55%
	2012	5	679	684	0.73%
	2013		2	2	0.00%
ST0002153 Total		351	4777	5128	6.84%
ST0002181	1992	4	18	22	18.18%
	1993	5	37	42	11.90%
	1994	6	47	53	11.32%
	1995	12	79	91	13.19%
	1996	13	62	75	17.33%
	1997	20	144	164	12.20%
	1998	27	172	199	13.57%
	1999	18	186	204	8.82%
	2000	36	188	224	16.07%
	2001	47	231	278	16.91%
	2002	59	515	574	10.28%
	2003	41	300	341	12.02%
	2004	74	634	708	10.45%
	2005	46	363	409	11.25%
	2006	55	806	861	6.39%
	2007	21	374	395	5.32%
	2008	32	864	896	3.57%
	2009	13	239	252	5.16%
	2010	23	865	888	2.59%
	2011	9	294	303	2.97%
	2012	15	1148	1163	1.29%
ST0002181 Total		576	7566	8142	7.07%
ST0002233	1992	7	24	31	22.58%
	1993	4	44	48	8.33%
	1994	12	60	72	16.67%
	1995	15	74	89	16.85%
	1996	20	110	130	15.38%
	1997	36	130	166	21.69%
	1998	29	169	198	14.65%
	1999	42	219	261	16.09%
	2000	60	291	351	17.09%
	2001	91	342	433	21.02%
	2002	113	505	618	18.28%
	2003	81	469	550	14.73%
	2004	84	710	794	10.58%
	2005	88	529	617	14.26%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2006	72	746	818	8.80%
	2007	49	523	572	8.57%
	2008	44	663	707	6.22%
	2009	22	294	316	6.96%
	2010	24	459	483	4.97%
	2011	16	247	263	6.08%
	2012	21	579	600	3.50%
	2013	1		1	100.00%
ST0002233 Total		931	7187	8118	11.47%
	1992		6	6	0.00%
	1993	3	11	14	21.43%
	1994	1	16	17	5.88%
	1995	1	15	16	6.25%
	1996	3	19	22	13.64%
	1997	6	20	26	23.08%
	1998	8	42	50	16.00%
	1999	13	40	53	24.53%
	2000	14	41	55	25.45%
	2001	13	41	54	24.07%
ST0002267	2002	16	120	136	11.76%
	2003	20	68	88	22.73%
	2004	21	194	215	9.77%
	2005	12	94	106	11.32%
	2006	16	184	200	8.00%
	2007	5	87	92	5.43%
	2008	5	217	222	2.25%
	2009	4	73	77	5.19%
	2010	5	230	235	2.13%
	2011	3	120	123	2.44%
	2012	20	373	393	5.09%
	2013	1	4	5	20.00%
ST0002267 Total		190	2015	2205	8.62%
	1992	3	17	20	15.00%
	1993	1	27	28	3.57%
	1994	3	31	34	8.82%
	1995	7	43	50	14.00%
	1996	8	51	59	13.56%
	1997	10	69	79	12.66%
	1998	12	94	106	11.32%
	1999	18	103	121	14.88%
	2000	24	115	139	17.27%
	2001	30	135	165	18.18%
ST0002330	2002	42	274	316	13.29%
	2003	30	160	190	15.79%
	2004	39	423	462	8.44%
	2005	29	220	249	11.65%
	2006	53	448	501	10.58%
	2007	13	196	209	6.22%
	2008	26	452	478	5.44%

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**
	2009	14	119	133	10.53%
	2010	9	418	427	2.11%
	2011	8	152	160	5.00%
	2012	7	600	607	1.15%
	2013		5	5	0.00%
ST0002330 Total		386	4152	4538	8.51%
	1992	1	6	7	14.29%
	1993		4	4	0.00%
	1994	1	6	7	14.29%
	1995	3	15	18	16.67%
	1996	6	16	22	27.27%
	1997	5	28	33	15.15%
	1998	6	29	35	17.14%
	1999	11	46	57	19.30%
	2000	12	42	54	22.22%
	2001	19	53	72	26.39%
ST0002358	2002	20	115	135	14.81%
	2003	11	81	92	11.96%
	2004	16	156	172	9.30%
	2005	5	97	102	4.90%
	2006	14	161	175	8.00%
	2007	9	94	103	8.74%
	2008	12	178	190	6.32%
	2009	1	68	69	1.45%
	2010	8	202	210	3.81%
	2011	1	95	96	1.04%
	2012	4	281	285	1.40%
ST0002358 Total		165	1773	1938	8.51%
	1992		12	12	0.00%
	1993	2	18	20	10.00%
	1994	7	24	31	22.58%
	1995	8	42	50	16.00%
	1996	8	23	31	25.81%
	1997	13	50	63	20.63%
	1998	9	72	81	11.11%
	1999	10	51	61	16.39%
	2000	21	70	91	23.08%
	2001	21	85	106	19.81%
ST0002365	2002	29	190	219	13.24%
	2003	25	115	140	17.86%
	2004	32	260	292	10.96%
	2005	23	157	180	12.78%
	2006	19	266	285	6.67%
	2007	15	146	161	9.32%
	2008	19	317	336	5.65%
	2009	4	74	78	5.13%
	2010	8	295	303	2.64%
	2011	1	108	109	0.92%
	2012	1	381	382	0.26%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002365 Total		275	2756	3031	9.07%
ST0002373	1992	5	30	35	14.29%
	1993	4	21	25	16.00%
	1994	9	58	67	13.43%
	1995	12	72	84	14.29%
	1996	10	72	82	12.20%
	1997	28	115	143	19.58%
	1998	32	150	182	17.58%
	1999	37	159	196	18.88%
	2000	32	148	180	17.78%
	2001	45	180	225	20.00%
	2002	66	408	474	13.92%
	2003	42	249	291	14.43%
	2004	47	590	637	7.38%
	2005	29	247	276	10.51%
	2006	46	571	617	7.46%
	2007	23	268	291	7.90%
	2008	37	593	630	5.87%
	2009	8	141	149	5.37%
	2010	23	593	616	3.73%
	2011	3	214	217	1.38%
	2012	18	718	736	2.45%
	2013	1	2	3	33.33%
ST0002373 Total		557	5599	6156	9.05%
ST0002380	1992	1	12	13	7.69%
	1993	2	25	27	7.41%
	1994	5	27	32	15.63%
	1995	5	42	47	10.64%
	1996	6	33	39	15.38%
	1997	12	48	60	20.00%
	1998	18	76	94	19.15%
	1999	9	81	90	10.00%
	2000	16	67	83	19.28%
	2001	19	72	91	20.88%
	2002	31	182	213	14.55%
	2003	11	96	107	10.28%
	2004	25	279	304	8.22%
	2005	19	142	161	11.80%
	2006	18	251	269	6.69%
	2007	6	90	96	6.25%
	2008	10	256	266	3.76%
	2009	5	65	70	7.14%
	2010	7	273	280	2.50%
	2011	3	95	98	3.06%
	2012	8	350	358	2.23%
	2013		2	2	0.00%
ST0002380 Total		236	2564	2800	8.43%
	1992		19	19	0.00%
	1993	1	23	24	4.17%

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**
ST0002419	1994	3	42	45	6.67%
	1995	3	42	45	6.67%
	1996	9	56	65	13.85%
	1997	14	78	92	15.22%
	1998	18	112	130	13.85%
	1999	14	133	147	9.52%
	2000	24	123	147	16.33%
	2001	22	153	175	12.57%
	2002	43	333	376	11.44%
	2003	29	200	229	12.66%
	2004	37	462	499	7.41%
	2005	23	211	234	9.83%
	2006	35	543	578	6.06%
	2007	22	266	288	7.64%
	2008	23	579	602	3.82%
	2009	12	193	205	5.85%
	2010	14	532	546	2.56%
	2011	8	300	308	2.60%
	2012	29	901	930	3.12%
	2013		1	1	0.00%
ST0002419 Total		383	5302	5685	6.74%
ST0002467	1992	3	9	12	25.00%
	1993		18	18	0.00%
	1994	1	16	17	5.88%
	1995	4	33	37	10.81%
	1996	6	27	33	18.18%
	1997	12	57	69	17.39%
	1998	16	82	98	16.33%
	1999	21	84	105	20.00%
	2000	14	80	94	14.89%
	2001	31	121	152	20.39%
	2002	32	230	262	12.21%
	2003	22	138	160	13.75%
	2004	34	282	316	10.76%
	2005	16	156	172	9.30%
	2006	38	322	360	10.56%
	2007	13	164	177	7.34%
	2008	13	314	327	3.98%
	2009	5	126	131	3.82%
	2010	16	314	330	4.85%
	2011	4	108	112	3.57%
	2012	10	441	451	2.22%
ST0002467 Total		311	3122	3433	9.06%
	1992	5	27	32	15.63%
	1993	5	39	44	11.36%
	1994	4	45	49	8.16%
	1995	9	77	86	10.47%
	1996	15	81	96	15.63%
	1997	25	99	124	20.16%

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**
ST0002493	1998	21	154	175	12.00%
	1999	26	166	192	13.54%
	2000	29	173	202	14.36%
	2001	38	190	228	16.67%
	2002	59	483	542	10.89%
	2003	37	295	332	11.14%
	2004	50	698	748	6.68%
	2005	25	334	359	6.96%
	2006	43	721	764	5.63%
	2007	23	316	339	6.78%
	2008	35	903	938	3.73%
	2009	5	214	219	2.28%
	2010	18	725	743	2.42%
	2011	8	306	314	2.55%
	2012	15	1096	1111	1.35%
	2013		2	2	0.00%
ST0002493 Total		495	7144	7639	6.48%
ST0002540	1992	8	16	24	33.33%
	1993	3	29	32	9.38%
	1994	2	28	30	6.67%
	1995	6	63	69	8.70%
	1996	6	45	51	11.76%
	1997	16	57	73	21.92%
	1998	10	76	86	11.63%
	1999	13	85	98	13.27%
	2000	10	84	94	10.64%
	2001	20	97	117	17.09%
	2002	33	243	276	11.96%
	2003	28	130	158	17.72%
	2004	22	295	317	6.94%
	2005	18	163	181	9.94%
	2006	27	340	367	7.36%
	2007	7	167	174	4.02%
	2008	12	395	407	2.95%
	2009	6	125	131	4.58%
	2010	17	328	345	4.93%
	2011	8	158	166	4.82%
	2012	10	509	519	1.93%
	2013		6	6	0.00%
ST0002540 Total		282	3439	3721	7.58%
	1992		16	16	0.00%
	1993	1	27	28	3.57%
	1994	4	28	32	12.50%
	1995	7	48	55	12.73%
	1996	6	45	51	11.76%
	1997	8	63	71	11.27%
	1998	18	103	121	14.88%
	1999	24	127	151	15.89%
	2000	25	105	130	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**
ST0002560	2001	20	117	137	14.60%
	2002	53	354	407	13.02%
	2003	17	177	194	8.76%
	2004	52	511	563	9.24%
	2005	23	217	240	9.58%
	2006	39	533	572	6.82%
	2007	16	242	258	6.20%
	2008	24	579	603	3.98%
	2009	10	175	185	5.41%
	2010	13	625	638	2.04%
	2011	12	276	288	4.17%
	2012	32	863	895	3.58%
	2013		1	1	0.00%
ST0002560 Total		404	5232	5636	7.17%
ST0002573	1992	4	28	32	12.50%
	1993	7	39	46	15.22%
	1994	9	38	47	19.15%
	1995	10	74	84	11.90%
	1996	8	59	67	11.94%
	1997	13	110	123	10.57%
	1998	14	121	135	10.37%
	1999	29	170	199	14.57%
	2000	32	150	182	17.58%
	2001	51	160	211	24.17%
	2002	56	401	457	12.25%
	2003	33	210	243	13.58%
	2004	58	544	602	9.63%
	2005	32	277	309	10.36%
	2006	41	513	554	7.40%
	2007	26	254	280	9.29%
	2008	27	560	587	4.60%
	2009	5	134	139	3.60%
	2010	14	550	564	2.48%
	2011	7	197	204	3.43%
	2012	23	724	747	3.08%
	2013		1	1	0.00%
ST0002573 Total		499	5314	5813	8.58%
ST0002578	1992	4	14	18	22.22%
	1993	3	17	20	15.00%
	1994	1	22	23	4.35%
	1995	6	36	42	14.29%
	1996	4	31	35	11.43%
	1997	7	38	45	15.56%
	1998	6	54	60	10.00%
	1999	14	81	95	14.74%
	2000	15	88	103	14.56%
	2001	23	95	118	19.49%
	2002	31	215	246	12.60%
	2003	23	126	149	15.44%

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**
	2004	37	303	340	10.88%
	2005	16	156	172	9.30%
	2006	26	315	341	7.62%
	2007	21	210	231	9.09%
	2008	28	456	484	5.79%
	2009	12	144	156	7.69%
	2010	19	354	373	5.09%
	2011	22	213	235	9.36%
	2012	24	639	663	3.62%
	2013		9	9	0.00%
ST0002578 Total		342	3616	3958	8.64%
	1992	6	21	27	22.22%
	1993	2	27	29	6.90%
	1994	2	45	47	4.26%
	1995	5	49	54	9.26%
	1996	18	46	64	28.13%
	1997	19	89	108	17.59%
	1998	24	133	157	15.29%
	1999	31	165	196	15.82%
	2000	54	185	239	22.59%
	2001	70	190	260	26.92%
ST0002593	2002	75	398	473	15.86%
	2003	46	278	324	14.20%
	2004	70	503	573	12.22%
	2005	44	287	331	13.29%
	2006	58	545	603	9.62%
	2007	26	291	317	8.20%
	2008	32	608	640	5.00%
	2009	9	197	206	4.37%
	2010	14	499	513	2.73%
	2011	12	241	253	4.74%
	2012	15	662	677	2.22%
ST0002593 Total		632	5459	6091	10.38%
	1992	1	4	5	20.00%
	1993		1	1	0.00%
	1994		5	5	0.00%
	1995	1	6	7	14.29%
	1996	3	17	20	15.00%
	1997	5	28	33	15.15%
	1998	6	39	45	13.33%
	1999	4	47	51	7.84%
	2000	5	36	41	12.20%
	2001	10	53	63	15.87%
ST0002631	2002	21	133	154	13.64%
	2003	5	54	59	8.47%
	2004	8	163	171	4.68%
	2005	17	69	86	19.77%
	2006	20	146	166	12.05%
	2007	8	82	90	8.89%

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	11	179	190	5.79%
	2009	3	53	56	5.36%
	2010	4	153	157	2.55%
	2011	2	58	60	3.33%
	2012	3	224	227	1.32%
	2013		1	1	0.00%
ST0002631 Total		137	1551	1688	8.12%
	1992	2	7	9	22.22%
	1993	1	5	6	16.67%
	1994		10	10	0.00%
	1995	2	13	15	13.33%
	1996	2	13	15	13.33%
	1997	3	17	20	15.00%
	1998	3	24	27	11.11%
	1999	4	33	37	10.81%
	2000	4	20	24	16.67%
	2001	11	38	49	22.45%
ST0002651	2002	4	70	74	5.41%
	2003	4	32	36	11.11%
	2004	12	90	102	11.76%
	2005	6	46	52	11.54%
	2006	6	111	117	5.13%
	2007	5	52	57	8.77%
	2008	4	112	116	3.45%
	2009	2	20	22	9.09%
	2010	4	106	110	3.64%
	2011	1	41	42	2.38%
	2012	3	167	170	1.76%
ST0002651 Total		83	1027	1110	7.48%
	1992	3	26	29	10.34%
	1993	3	31	34	8.82%
	1994	6	52	58	10.34%
	1995	11	70	81	13.58%
	1996	12	79	91	13.19%
	1997	17	145	162	10.49%
	1998	26	172	198	13.13%
	1999	38	203	241	15.77%
	2000	36	192	228	15.79%
	2001	44	224	268	16.42%
ST0002672	2002	77	652	729	10.56%
	2003	31	337	368	8.42%
	2004	60	816	876	6.85%
	2005	43	341	384	11.20%
	2006	52	885	937	5.55%
	2007	24	336	360	6.67%
	2008	41	986	1027	3.99%
	2009	13	237	250	5.20%
	2010	21	935	956	2.20%
	2011	16	316	332	4.82%

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**
	2012	20	1285	1305	1.53%
ST0002672 Total		594	8320	8914	6.66%
ST0002740	1992	4	21	25	16.00%
	1993	7	25	32	21.88%
	1994	5	42	47	10.64%
	1995	8	55	63	12.70%
	1996	7	64	71	9.86%
	1997	19	108	127	14.96%
	1998	20	118	138	14.49%
	1999	23	157	180	12.78%
	2000	37	157	194	19.07%
	2001	43	163	206	20.87%
	2002	76	501	577	13.17%
	2003	41	267	308	13.31%
	2004	81	672	753	10.76%
	2005	34	298	332	10.24%
	2006	55	750	805	6.83%
	2007	20	320	340	5.88%
	2008	28	858	886	3.16%
	2009	9	197	206	4.37%
	2010	11	810	821	1.34%
	2011	8	254	262	3.05%
	2012	18	1105	1123	1.60%
	2013		2	2	0.00%
ST0002740 Total		554	6944	7498	7.39%
ST0002822	1992	1	20	21	4.76%
	1993	8	39	47	17.02%
	1994	13	63	76	17.11%
	1995	9	76	85	10.59%
	1996	16	90	106	15.09%
	1997	32	135	167	19.16%
	1998	31	185	216	14.35%
	1999	27	164	191	14.14%
	2000	42	189	231	18.18%
	2001	52	212	264	19.70%
	2002	73	445	518	14.09%
	2003	51	252	303	16.83%
	2004	63	566	629	10.02%
	2005	40	265	305	13.11%
	2006	38	533	571	6.65%
	2007	24	247	271	8.86%
	2008	22	545	567	3.88%
	2009	4	147	151	2.65%
	2010	23	532	555	4.14%
	2011	18	205	223	8.07%
	2012	21	704	725	2.90%
ST0002822 Total		608	5614	6222	9.77%
	1992		6	6	0.00%
	1993		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**
ST0002830	1994	11	30	41	26.83%
	1995	2	28	30	6.67%
	1996	5	34	39	12.82%
	1997	5	46	51	9.80%
	1998	13	65	78	16.67%
	1999	8	76	84	9.52%
	2000	14	90	104	13.46%
	2001	24	98	122	19.67%
	2002	30	217	247	12.15%
	2003	19	150	169	11.24%
	2004	42	322	364	11.54%
	2005	15	147	162	9.26%
	2006	30	351	381	7.87%
	2007	15	181	196	7.65%
	2008	18	443	461	3.90%
	2009	4	128	132	3.03%
	2010	13	432	445	2.92%
	2011	16	221	237	6.75%
	2012	32	637	669	4.78%
	2013		1	1	0.00%
ST0002830 Total		316	3717	4033	7.84%
ST0002880	1992	10	30	40	25.00%
	1993	6	61	67	8.96%
	1994	7	61	68	10.29%
	1995	11	93	104	10.58%
	1996	25	90	115	21.74%
	1997	17	154	171	9.94%
	1998	20	186	206	9.71%
	1999	45	231	276	16.30%
	2000	36	202	238	15.13%
	2001	62	250	312	19.87%
	2002	86	575	661	13.01%
	2003	60	332	392	15.31%
	2004	97	689	786	12.34%
	2005	53	324	377	14.06%
	2006	67	690	757	8.85%
	2007	26	337	363	7.16%
	2008	29	723	752	3.86%
	2009	9	193	202	4.46%
	2010	19	602	621	3.06%
	2011	8	219	227	3.52%
	2012	13	777	790	1.65%
	2013		1	1	0.00%
ST0002880 Total		706	6820	7526	9.38%
	1992		5	5	0.00%
	1993	3	11	14	21.43%
	1994	1	20	21	4.76%
	1995	1	24	25	4.00%
	1996	2	31	33	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**
ST0002884	1997	4	38	42	9.52%
	1998	14	67	81	17.28%
	1999	9	70	79	11.39%
	2000	12	61	73	16.44%
	2001	14	76	90	15.56%
	2002	16	198	214	7.48%
	2003	6	100	106	5.66%
	2004	18	246	264	6.82%
	2005	12	116	128	9.38%
	2006	22	269	291	7.56%
	2007	9	128	137	6.57%
	2008	9	313	322	2.80%
	2009	4	82	86	4.65%
	2010	8	291	299	2.68%
	2011	5	113	118	4.24%
	2012	10	415	425	2.35%
	2013		1	1	0.00%
ST0002884 Total		179	2675	2854	6.27%
ST0002915	1992	3	21	24	12.50%
	1993	5	42	47	10.64%
	1994	4	52	56	7.14%
	1995	18	79	97	18.56%
	1996	17	80	97	17.53%
	1997	18	112	130	13.85%
	1998	29	159	188	15.43%
	1999	40	210	250	16.00%
	2000	41	186	227	18.06%
	2001	50	204	254	19.69%
	2002	69	475	544	12.68%
	2003	43	251	294	14.63%
	2004	58	547	605	9.59%
	2005	37	312	349	10.60%
	2006	46	577	623	7.38%
	2007	21	287	308	6.82%
	2008	23	648	671	3.43%
	2009	6	175	181	3.31%
	2010	16	587	603	2.65%
	2011	7	214	221	3.17%
	2012	14	839	853	1.64%
	2013		1	1	0.00%
ST0002915 Total		565	6058	6623	8.53%
	1992	4	8	12	33.33%
	1993	3	12	15	20.00%
	1994	2	26	28	7.14%
	1995	4	22	26	15.38%
	1996	9	24	33	27.27%
	1997	15	50	65	23.08%
	1998	11	71	82	13.41%
	1999	29	65	94	30.85%

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**
ST0002919	2000	38	80	118	32.20%
	2001	24	92	116	20.69%
	2002	50	182	232	21.55%
	2003	23	124	147	15.65%
	2004	41	217	258	15.89%
	2005	28	136	164	17.07%
	2006	30	224	254	11.81%
	2007	19	144	163	11.66%
	2008	17	219	236	7.20%
	2009	6	97	103	5.83%
	2010	14	237	251	5.58%
	2011	8	112	120	6.67%
	2012	6	308	314	1.91%
ST0002919 Total		381	2450	2831	13.46%
ST0002955	1992	1	4	5	20.00%
	1993	8	12	20	40.00%
	1994	15	11	26	57.69%
	1995	9	25	34	26.47%
	1996	5	14	19	26.32%
	1997	8	23	31	25.81%
	1998	17	26	43	39.53%
	1999	19	54	73	26.03%
	2000	22	50	72	30.56%
	2001	26	54	80	32.50%
	2002	25	68	93	26.88%
	2003	28	66	94	29.79%
	2004	27	91	118	22.88%
	2005	24	65	89	26.97%
	2006	13	72	85	15.29%
	2007	10	72	82	12.20%
	2008	7	71	78	8.97%
	2009	4	34	38	10.53%
	2010	3	56	59	5.08%
	2011	3	35	38	7.89%
	2012	2	79	81	2.47%
	2013		1	1	0.00%
ST0002955 Total		276	983	1259	21.92%
ST0002964	1992	7	23	30	23.33%
	1993	9	30	39	23.08%
	1994	4	55	59	6.78%
	1995	11	82	93	11.83%
	1996	18	79	97	18.56%
	1997	22	117	139	15.83%
	1998	47	174	221	21.27%
	1999	40	188	228	17.54%
	2000	63	214	277	22.74%
	2001	80	233	313	25.56%
	2002	81	397	478	16.95%
	2003	60	299	359	16.71%

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**
	2004	72	520	592	12.16%
	2005	48	324	372	12.90%
	2006	62	492	554	11.19%
	2007	29	301	330	8.79%
	2008	36	512	548	6.57%
	2009	18	213	231	7.79%
	2010	37	508	545	6.79%
	2011	27	320	347	7.78%
	2012	62	902	964	6.43%
	2013	1		1	100.00%
ST0002964 Total		834	5983	6817	12.23%
	1992	2	9	11	18.18%
	1993	7	13	20	35.00%
	1994	6	26	32	18.75%
	1995	4	25	29	13.79%
	1996	7	40	47	14.89%
	1997	9	44	53	16.98%
	1998	16	69	85	18.82%
	1999	15	84	99	15.15%
	2000	19	105	124	15.32%
	2001	43	109	152	28.29%
ST0002975	2002	39	226	265	14.72%
	2003	27	143	170	15.88%
	2004	28	284	312	8.97%
	2005	23	173	196	11.73%
	2006	28	321	349	8.02%
	2007	15	210	225	6.67%
	2008	32	381	413	7.75%
	2009	7	103	110	6.36%
	2010	12	273	285	4.21%
	2011	10	178	188	5.32%
	2012	25	494	519	4.82%
	2013	1	3	4	25.00%
ST0002975 Total		375	3313	3688	10.17%
	1992	1	12	13	7.69%
	1993	2	19	21	9.52%
	1994	4	16	20	20.00%
	1995	8	42	50	16.00%
	1996	6	30	36	16.67%
	1997	10	29	39	25.64%
	1998	11	40	51	21.57%
	1999	13	51	64	20.31%
	2000	30	74	104	28.85%
	2001	15	61	76	19.74%
ST0003102	2002	32	136	168	19.05%
	2003	20	86	106	18.87%
	2004	24	152	176	13.64%
	2005	12	105	117	10.26%
	2006	25	164	189	13.23%

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**
	2007	11	82	93	11.83%
	2008	10	141	151	6.62%
	2009	2	60	62	3.23%
	2010	4	128	132	3.03%
	2011	1	52	53	1.89%
	2012	1	189	190	0.53%
	2013	1	4	5	20.00%
ST0003102 Total		243	1673	1916	12.68%
	1992		4	4	0.00%
	1993	1	5	6	16.67%
	1994		11	11	0.00%
	1995	2	19	21	9.52%
	1996	2	12	14	14.29%
	1997	5	23	28	17.86%
	1998	9	30	39	23.08%
	1999	13	27	40	32.50%
	2000	8	39	47	17.02%
	2001	13	42	55	23.64%
ST0003106	2002	16	104	120	13.33%
	2003	11	54	65	16.92%
	2004	15	122	137	10.95%
	2005	10	61	71	14.08%
	2006	11	99	110	10.00%
	2007	8	57	65	12.31%
	2008	7	98	105	6.67%
	2009	2	26	28	7.14%
	2010	5	64	69	7.25%
	2011	2	30	32	6.25%
	2012	1	100	101	0.99%
ST0003106 Total		141	1027	1168	12.07%
	1992	6	31	37	16.22%
	1993	7	42	49	14.29%
	1994	5	64	69	7.25%
	1995	11	99	110	10.00%
	1996	17	85	102	16.67%
	1997	31	147	178	17.42%
	1998	40	198	238	16.81%
	1999	56	253	309	18.12%
	2000	69	267	336	20.54%
	2001	80	262	342	23.39%
ST0003107	2002	117	508	625	18.72%
	2003	75	326	401	18.70%
	2004	79	657	736	10.73%
	2005	43	344	387	11.11%
	2006	77	563	640	12.03%
	2007	33	381	414	7.97%
	2008	20	608	628	3.18%
	2009	9	194	203	4.43%
	2010	14	448	462	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**
	2011	8	196	204	3.92%
	2012	5	570	575	0.87%
ST0003107 Total		802	6243	7045	11.38%
	1992	4	6	10	40.00%
	1993	9	23	32	28.13%
	1994	10	29	39	25.64%
	1995	9	37	46	19.57%
	1996		24	24	0.00%
	1997	5	49	54	9.26%
	1998	16	75	91	17.58%
	1999	11	92	103	10.68%
	2000	20	89	109	18.35%
	2001	26	87	113	23.01%
ST0003190	2002	31	295	326	9.51%
	2003	29	180	209	13.88%
	2004	41	464	505	8.12%
	2005	20	170	190	10.53%
	2006	21	472	493	4.26%
	2007	11	236	247	4.45%
	2008	22	537	559	3.94%
	2009	9	164	173	5.20%
	2010	13	593	606	2.15%
	2011	10	211	221	4.52%
	2012	15	788	803	1.87%
ST0003190 Total		332	4621	4953	6.70%
	1992	19	49	68	27.94%
	1993	26	90	116	22.41%
	1994	25	142	167	14.97%
	1995	30	177	207	14.49%
	1996	49	200	249	19.68%
	1997	110	334	444	24.77%
	1998	131	387	518	25.29%
	1999	140	479	619	22.62%
	2000	161	523	684	23.54%
	2001	203	648	851	23.85%
ST0003192	2002	267	992	1259	21.21%
	2003	192	777	969	19.81%
	2004	209	1253	1462	14.30%
	2005	158	855	1013	15.60%
	2006	187	1277	1464	12.77%
	2007	89	828	917	9.71%
	2008	74	1111	1185	6.24%
	2009	40	504	544	7.35%
	2010	46	1111	1157	3.98%
	2011	23	528	551	4.17%
	2012	27	1369	1396	1.93%
	2013		1	1	0.00%
ST0003192 Total		2206	13635	15841	13.93%
	1992		5	5	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**
ST0003225	1993	4	8	12	33.33%
	1994	2	10	12	16.67%
	1995	10	14	24	41.67%
	1996	19	57	76	25.00%
	1997	33	88	121	27.27%
	1998	71	117	188	37.77%
	1999	65	122	187	34.76%
	2000	90	172	262	34.35%
	2001	103	176	279	36.92%
	2002	99	250	349	28.37%
	2003	87	257	344	25.29%
	2004	82	304	386	21.24%
	2005	50	197	247	20.24%
	2006	49	222	271	18.08%
	2007	30	164	194	15.46%
	2008	20	186	206	9.71%
	2009	8	100	108	7.41%
	2010	10	117	127	7.87%
	2011	4	71	75	5.33%
	2012	9	132	141	6.38%
	2013		1	1	0.00%
ST0003225 Total		845	2770	3615	23.37%
ST0003253	1992	1	5	6	16.67%
	1993		14	14	0.00%
	1994	4	12	16	25.00%
	1995	3	16	19	15.79%
	1996	3	20	23	13.04%
	1997	2	29	31	6.45%
	1998	5	36	41	12.20%
	1999	10	56	66	15.15%
	2000	7	47	54	12.96%
	2001	7	50	57	12.28%
	2002	17	139	156	10.90%
	2003	11	76	87	12.64%
	2004	22	234	256	8.59%
	2005	6	95	101	5.94%
	2006	14	229	243	5.76%
	2007	4	101	105	3.81%
	2008	13	299	312	4.17%
	2009	3	86	89	3.37%
	2010	4	288	292	1.37%
	2011	2	103	105	1.90%
	2012	8	388	396	2.02%
	2013		1	1	0.00%
ST0003253 Total		146	2324	2470	5.91%
	1992	3	19	22	13.64%
	1993	4	30	34	11.76%
	1994	2	37	39	5.13%
	1995	5	66	71	7.04%

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**
ST0003292	1996	13	54	67	19.40%
	1997	26	87	113	23.01%
	1998	39	131	170	22.94%
	1999	34	115	149	22.82%
	2000	48	158	206	23.30%
	2001	44	153	197	22.34%
	2002	101	330	431	23.43%
	2003	44	213	257	17.12%
	2004	55	340	395	13.92%
	2005	39	182	221	17.65%
	2006	37	396	433	8.55%
	2007	27	223	250	10.80%
	2008	27	351	378	7.14%
	2009	3	121	124	2.42%
	2010	7	297	304	2.30%
	2011	4	126	130	3.08%
	2012	8	373	381	2.10%
	2013		2	2	0.00%
ST0003292 Total		570	3804	4374	13.03%
ST0003432	1992	25	62	87	28.74%
	1993	21	86	107	19.63%
	1994	23	143	166	13.86%
	1995	43	175	218	19.72%
	1996	101	223	324	31.17%
	1997	157	315	472	33.26%
	1998	165	431	596	27.68%
	1999	197	492	689	28.59%
	2000	266	662	928	28.66%
	2001	306	724	1030	29.71%
	2002	391	1132	1523	25.67%
	2003	289	937	1226	23.57%
	2004	295	1194	1489	19.81%
	2005	223	899	1122	19.88%
	2006	218	1130	1348	16.17%
	2007	116	770	886	13.09%
	2008	87	914	1001	8.69%
	2009	37	392	429	8.62%
	2010	39	649	688	5.67%
	2011	21	355	376	5.59%
	2012	20	781	801	2.50%
	2013		3	3	0.00%
ST0003432 Total		3040	12469	15509	19.60%
	1992	2	14	16	12.50%
	1993		14	14	0.00%
	1994	1	41	42	2.38%
	1995	4	57	61	6.56%
	1996	6	45	51	11.76%
	1997	22	98	120	18.33%
	1998	11	90	101	10.89%

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	1999	15	135	150	10.00%
	2000	23	132	155	14.84%
	2001	37	151	188	19.68%
	2002	42	372	414	10.14%
	2003	30	197	227	13.22%
	2004	70	523	593	11.80%
	2005	31	237	268	11.57%
	2006	55	570	625	8.80%
	2007	20	243	263	7.60%
	2008	26	645	671	3.87%
	2009	5	157	162	3.09%
	2010	15	586	601	2.50%
	2011	12	245	257	4.67%
	2012	12	789	801	1.50%
	2013		1	1	0.00%
ST0003437 Total		439	5342	5781	7.59%
ST0003449	1992	11	63	74	14.86%
	1993	29	96	125	23.20%
	1994	27	152	179	15.08%
	1995	41	195	236	17.37%
	1996	82	194	276	29.71%
	1997	154	319	473	32.56%
	1998	182	382	564	32.27%
	1999	201	545	746	26.94%
	2000	268	602	870	30.80%
	2001	296	651	947	31.26%
	2002	395	1070	1465	26.96%
	2003	283	872	1155	24.50%
	2004	323	1246	1569	20.59%
	2005	233	1004	1237	18.84%
	2006	189	1163	1352	13.98%
	2007	142	799	941	15.09%
	2008	113	1034	1147	9.85%
	2009	47	464	511	9.20%
	2010	42	724	766	5.48%
	2011	25	459	484	5.17%
	2012	37	917	954	3.88%
	2013		22	22	0.00%
ST0003449 Total		3120	12973	16093	19.39%
	1992	3	23	26	11.54%
	1993	6	28	34	17.65%
	1994	4	38	42	9.52%
	1995	5	60	65	7.69%
	1996	7	58	65	10.77%
	1997	13	89	102	12.75%
	1998	20	129	149	13.42%
	1999	16	156	172	9.30%
	2000	18	155	173	10.40%
	2001	35	184	219	15.98%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003458	2002	60	482	542	11.07%
	2003	26	242	268	9.70%
	2004	64	713	777	8.24%
	2005	28	297	325	8.62%
	2006	62	740	802	7.73%
	2007	24	330	354	6.78%
	2008	28	889	917	3.05%
	2009	5	240	245	2.04%
	2010	27	894	921	2.93%
	2011	5	276	281	1.78%
	2012	13	1194	1207	1.08%
	2013		3	3	0.00%
ST0003458 Total		469	7220	7689	6.10%
ST0003475	1992	3	7	10	30.00%
	1993	2	11	13	15.38%
	1994	7	14	21	33.33%
	1995	8	19	27	29.63%
	1996	6	19	25	24.00%
	1997	12	28	40	30.00%
	1998	18	41	59	30.51%
	1999	20	54	74	27.03%
	2000	21	60	81	25.93%
	2001	28	64	92	30.43%
	2002	29	120	149	19.46%
	2003	28	81	109	25.69%
	2004	23	163	186	12.37%
	2005	28	120	148	18.92%
	2006	25	170	195	12.82%
	2007	12	110	122	9.84%
	2008	15	193	208	7.21%
	2009	5	97	102	4.90%
	2010	11	224	235	4.68%
	2011	3	104	107	2.80%
	2012	9	214	223	4.04%
ST0003475 Total		313	1913	2226	14.06%
ST0003483	1992	1	11	12	8.33%
	1993	1	15	16	6.25%
	1994	4	15	19	21.05%
	1995	4	24	28	14.29%
	1996	5	27	32	15.63%
	1997	9	46	55	16.36%
	1998	13	59	72	18.06%
	1999	18	67	85	21.18%
	2000	13	70	83	15.66%
	2001	18	76	94	19.15%
	2002	31	199	230	13.48%
	2003	16	105	121	13.22%
	2004	29	265	294	9.86%
	2005	14	111	125	11.20%

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**
	2006	22	297	319	6.90%
	2007	10	129	139	7.19%
	2008	15	318	333	4.50%
	2009	7	80	87	8.05%
	2010	9	296	305	2.95%
	2011	3	94	97	3.09%
	2012	6	384	390	1.54%
	2013	1	1	2	50.00%
ST0003483 Total		249	2689	2938	8.48%
	1992	5	24	29	17.24%
	1993	16	57	73	21.92%
	1994	12	66	78	15.38%
	1995	20	105	125	16.00%
	1996	39	120	159	24.53%
	1997	45	166	211	21.33%
	1998	54	232	286	18.88%
	1999	67	281	348	19.25%
	2000	67	335	402	16.67%
	2001	105	352	457	22.98%
	2002	141	603	744	18.95%
ST0003498	2003	120	462	582	20.62%
	2004	106	780	886	11.96%
	2005	80	589	669	11.96%
	2006	83	721	804	10.32%
	2007	51	479	530	9.62%
	2008	43	657	700	6.14%
	2009	15	241	256	5.86%
	2010	20	489	509	3.93%
	2011	19	248	267	7.12%
	2012	11	628	639	1.72%
	2013		2	2	0.00%
ST0003498 Total		1119	7637	8756	12.78%
	1992	3	46	49	6.12%
	1993	20	66	86	23.26%
	1994	33	84	117	28.21%
	1995	23	150	173	13.29%
	1996	29	133	162	17.90%
	1997	47	182	229	20.52%
	1998	57	238	295	19.32%
	1999	79	324	403	19.60%
	2000	84	331	415	20.24%
	2001	120	367	487	24.64%
ST0003548	2002	185	678	863	21.44%
	2003	97	539	636	15.25%
	2004	140	846	986	14.20%
	2005	83	564	647	12.83%
	2006	79	804	883	8.95%
	2007	53	503	556	9.53%
	2008	47	758	805	5.84%

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	24	319	343	7.00%
	2010	20	632	652	3.07%
	2011	15	402	417	3.60%
	2012	21	837	858	2.45%
ST0003548 Total		1259	8803	10062	12.51%
ST0003587	1992	1	1	2	50.00%
	1993	5	5	10	50.00%
	1994	2	8	10	20.00%
	1995	1	13	14	7.14%
	1996	9	17	26	34.62%
	1997	10	18	28	35.71%
	1998	12	21	33	36.36%
	1999	13	47	60	21.67%
	2000	18	55	73	24.66%
	2001	17	48	65	26.15%
	2002	25	108	133	18.80%
	2003	17	63	80	21.25%
	2004	22	125	147	14.97%
	2005	14	98	112	12.50%
	2006	26	143	169	15.38%
	2007	11	103	114	9.65%
	2008	6	164	170	3.53%
	2009	7	74	81	8.64%
	2010	7	172	179	3.91%
	2011	1	75	76	1.32%
	2012	6	211	217	2.76%
	2013		1	1	0.00%
ST0003587 Total		230	1570	1800	12.78%
ST0003592	1992	1	19	20	5.00%
	1993	5	39	44	11.36%
	1994	11	51	62	17.74%
	1995	9	70	79	11.39%
	1996	11	80	91	12.09%
	1997	32	122	154	20.78%
	1998	44	165	209	21.05%
	1999	49	230	279	17.56%
	2000	56	213	269	20.82%
	2001	65	257	322	20.19%
	2002	102	533	635	16.06%
	2003	67	339	406	16.50%
	2004	103	686	789	13.05%
	2005	62	404	466	13.30%
	2006	63	755	818	7.70%
	2007	36	369	405	8.89%
	2008	42	720	762	5.51%
	2009	25	208	233	10.73%
	2010	17	555	572	2.97%
	2011	16	273	289	5.54%
	2012	19	706	725	2.62%

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		6	6	0.00%
ST0003592 Total		835	6800	7635	10.94%
ST0003662	1992	2	14	16	12.50%
	1993	7	24	31	22.58%
	1994	11	32	43	25.58%
	1995	7	28	35	20.00%
	1996	12	52	64	18.75%
	1997	17	72	89	19.10%
	1998	14	90	104	13.46%
	1999	29	114	143	20.28%
	2000	25	127	152	16.45%
	2001	58	164	222	26.13%
	2002	56	264	320	17.50%
	2003	38	197	235	16.17%
	2004	49	346	395	12.41%
	2005	35	261	296	11.82%
	2006	32	394	426	7.51%
	2007	18	212	230	7.83%
	2008	23	352	375	6.13%
	2009	9	193	202	4.46%
	2010	23	366	389	5.91%
	2011	20	263	283	7.07%
	2012	32	660	692	4.62%
	2013	1	4	5	20.00%
ST0003662 Total		518	4229	4747	10.91%
ST0003732	1992		1	1	0.00%
	1993		2	2	0.00%
	1994		3	3	0.00%
	1995		4	4	0.00%
	1996		3	3	0.00%
	1997	2	5	7	28.57%
	1998	1	10	11	9.09%
	1999	2	8	10	20.00%
	2000	2	12	14	14.29%
	2001	4	10	14	28.57%
	2002	4	22	26	15.38%
	2003	4	8	12	33.33%
	2004	5	31	36	13.89%
	2005	1	13	14	7.14%
	2006	2	28	30	6.67%
	2007		13	13	0.00%
	2008	3	47	50	6.00%
	2009		17	17	0.00%
	2010		42	42	0.00%
	2011		6	6	0.00%
	2012	1	56	57	1.75%
ST0003732 Total		31	341	372	8.33%
	1992	1	3	4	25.00%
	1993		5	5	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		5	5	0.00%
	1995	1	5	6	16.67%
	1996	3	17	20	15.00%
	1997	1	12	13	7.69%
	1998	4	22	26	15.38%
	1999	10	26	36	27.78%
	2000	2	17	19	10.53%
	2001	10	29	39	25.64%
	2002	12	62	74	16.22%
	2003	12	38	50	24.00%
	2004	7	86	93	7.53%
	2005	8	52	60	13.33%
	2006	5	94	99	5.05%
	2007	3	42	45	6.67%
	2008	7	84	91	7.69%
	2009	4	28	32	12.50%
	2010	5	73	78	6.41%
	2011	3	42	45	6.67%
	2012	5	122	127	3.94%
ST0003739 Total		103	864	967	10.65%
ST0003746	1992	2	4	6	33.33%
	1993		3	3	0.00%
	1994		1	1	0.00%
	1995		10	10	0.00%
	1996	1	10	11	9.09%
	1997	1	12	13	7.69%
	1998	3	16	19	15.79%
	1999	1	12	13	7.69%
	2000	2	18	20	10.00%
	2001	6	36	42	14.29%
	2002	7	53	60	11.67%
	2003		21	21	0.00%
	2004	13	85	98	13.27%
	2005		35	35	0.00%
	2006	7	102	109	6.42%
	2007	3	38	41	7.32%
	2008	6	92	98	6.12%
	2009	1	31	32	3.13%
	2010	3	99	102	2.94%
	2011	1	27	28	3.57%
	2012	2	122	124	1.61%
ST0003746 Total		59	827	886	6.66%
	1992		1	1	0.00%
	1993	2	8	10	20.00%
	1994	1	9	10	10.00%
	1995	3	10	13	23.08%
	1996	5	8	13	38.46%
	1997	3	19	22	13.64%
	1998	5	32	37	13.51%

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	1999	3	22	25	12.00%
	2000	7	24	31	22.58%
	2001	11	37	48	22.92%
	2002	5	53	58	8.62%
	2003	5	31	36	13.89%
	2004	12	78	90	13.33%
	2005	5	37	42	11.90%
	2006	2	57	59	3.39%
	2007	2	35	37	5.41%
	2008	4	50	54	7.41%
	2009		10	10	0.00%
	2010	3	46	49	6.12%
	2011	1	18	19	5.26%
	2012	1	78	79	1.27%
	2013		1	1	0.00%
ST0003759 Total		80	664	744	10.75%
ST0003767	1992	2	20	22	9.09%
	1993	3	27	30	10.00%
	1994	6	37	43	13.95%
	1995	9	54	63	14.29%
	1996	8	54	62	12.90%
	1997	27	83	110	24.55%
	1998	15	133	148	10.14%
	1999	22	133	155	14.19%
	2000	24	125	149	16.11%
	2001	44	182	226	19.47%
	2002	58	375	433	13.39%
	2003	53	270	323	16.41%
	2004	65	553	618	10.52%
	2005	45	365	410	10.98%
	2006	59	693	752	7.85%
	2007	33	393	426	7.75%
	2008	28	792	820	3.41%
	2009	19	280	299	6.35%
	2010	14	714	728	1.92%
	2011	4	368	372	1.08%
	2012	11	925	936	1.18%
	2013		1	1	0.00%
ST0003767 Total		549	6577	7126	7.70%
	1992	2	17	19	10.53%
	1993	4	28	32	12.50%
	1994	8	47	55	14.55%
	1995	9	62	71	12.68%
	1996	5	57	62	8.06%
	1997	20	60	80	25.00%
	1998	31	101	132	23.48%
	1999	33	127	160	20.63%
	2000	23	132	155	14.84%
	2001	36	158	194	18.56%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003876	2002	49	350	399	12.28%
	2003	41	220	261	15.71%
	2004	60	451	511	11.74%
	2005	23	230	253	9.09%
	2006	45	449	494	9.11%
	2007	25	233	258	9.69%
	2008	30	459	489	6.13%
	2009	9	124	133	6.77%
	2010	24	483	507	4.73%
	2011	13	197	210	6.19%
	2012	22	643	665	3.31%
	2013		1	1	0.00%
ST0003876 Total		512	4629	5141	9.96%
ST0003939	1992	3	12	15	20.00%
	1993	7	12	19	36.84%
	1994		11	11	0.00%
	1995	3	24	27	11.11%
	1996	3	30	33	9.09%
	1997	14	47	61	22.95%
	1998	8	69	77	10.39%
	1999	11	70	81	13.58%
	2000	19	69	88	21.59%
	2001	17	88	105	16.19%
	2002	37	135	172	21.51%
	2003	23	85	108	21.30%
	2004	24	170	194	12.37%
	2005	19	80	99	19.19%
	2006	22	164	186	11.83%
	2007	5	76	81	6.17%
	2008	8	147	155	5.16%
	2009	1	37	38	2.63%
	2010	6	123	129	4.65%
	2011	5	56	61	8.20%
	2012	8	209	217	3.69%
	2013		1	1	0.00%
ST0003939 Total		243	1715	1958	12.41%
ST0003943	1992	7	25	32	21.88%
	1993	6	31	37	16.22%
	1994	8	69	77	10.39%
	1995	10	78	88	11.36%
	1996	17	77	94	18.09%
	1997	30	125	155	19.35%
	1998	27	160	187	14.44%
	1999	25	170	195	12.82%
	2000	48	186	234	20.51%
	2001	58	222	280	20.71%
	2002	66	396	462	14.29%
	2003	46	258	304	15.13%
	2004	57	528	585	9.74%

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**
	2005	30	264	294	10.20%
	2006	47	524	571	8.23%
	2007	18	240	258	6.98%
	2008	17	499	516	3.29%
	2009	16	131	147	10.88%
	2010	14	447	461	3.04%
	2011	5	143	148	3.38%
	2012	19	557	576	3.30%
	2013		2	2	0.00%
ST0003943 Total		571	5132	5703	10.01%
	1992	3	12	15	20.00%
	1993	5	21	26	19.23%
	1994	2	26	28	7.14%
	1995	6	39	45	13.33%
	1996	13	48	61	21.31%
	1997	18	71	89	20.22%
	1998	22	70	92	23.91%
	1999	15	84	99	15.15%
	2000	29	101	130	22.31%
	2001	53	122	175	30.29%
	2002	53	262	315	16.83%
ST0003976	2003	36	197	233	15.45%
	2004	58	395	453	12.80%
	2005	31	234	265	11.70%
	2006	53	462	515	10.29%
	2007	20	282	302	6.62%
	2008	50	551	601	8.32%
	2009	15	174	189	7.94%
	2010	19	503	522	3.64%
	2011	11	211	222	4.95%
	2012	24	659	683	3.51%
	2013		2	2	0.00%
ST0003976 Total		536	4526	5062	10.59%
	1992	1	5	6	16.67%
	1993		3	3	0.00%
	1994		9	9	0.00%
	1995	2	14	16	12.50%
	1996	3	19	22	13.64%
	1997	1	23	24	4.17%
	1998	6	52	58	10.34%
	1999	11	42	53	20.75%
	2000	11	44	55	20.00%
	2001	11	55	66	16.67%
ST0003988	2002	19	137	156	12.18%
	2003	15	77	92	16.30%
	2004	27	238	265	10.19%
	2005	11	72	83	13.25%
	2006	14	209	223	6.28%
	2007	8	98	106	7.55%

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**
	2008	10	252	262	3.82%
	2009	5	68	73	6.85%
	2010	6	262	268	2.24%
	2011	6	118	124	4.84%
	2012	17	426	443	3.84%
ST0003988 Total		184	2223	2407	7.64%
	1992	1	23	24	4.17%
	1993	4	30	34	11.76%
	1994	3	50	53	5.66%
	1995	7	71	78	8.97%
	1996	10	75	85	11.76%
	1997	15	108	123	12.20%
	1998	19	120	139	13.67%
	1999	23	167	190	12.11%
	2000	22	174	196	11.22%
	2001	34	203	237	14.35%
	2002	63	413	476	13.24%
ST0003997	2003	35	233	268	13.06%
	2004	49	605	654	7.49%
	2005	28	289	317	8.83%
	2006	43	613	656	6.55%
	2007	13	260	273	4.76%
	2008	17	681	698	2.44%
	2009	6	156	162	3.70%
	2010	21	645	666	3.15%
	2011	4	216	220	1.82%
	2012	16	902	918	1.74%
	2013		1	1	0.00%
ST0003997 Total		433	6035	6468	6.69%
	1992	1	18	19	5.26%
	1993	5	25	30	16.67%
	1994	3	38	41	7.32%
	1995	6	57	63	9.52%
	1996	13	63	76	17.11%
	1997	15	107	122	12.30%
	1998	25	144	169	14.79%
	1999	26	139	165	15.76%
	2000	36	168	204	17.65%
	2001	48	207	255	18.82%
	2002	71	449	520	13.65%
ST0004004	2003	28	262	290	9.66%
	2004	74	618	692	10.69%
	2005	31	316	347	8.93%
	2006	51	670	721	7.07%
	2007	21	307	328	6.40%
	2008	35	754	789	4.44%
	2009	12	214	226	5.31%
	2010	20	708	728	2.75%
	2011	7	282	289	2.42%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2012	17	951	968	1.76%
	2013	1	4	5	20.00%
ST0004004 Total		546	6501	7047	7.75%
ST0004016	1992	8	19	27	29.63%
	1993		12	12	0.00%
	1994		23	23	0.00%
	1995	4	47	51	7.84%
	1996	11	42	53	20.75%
	1997	16	70	86	18.60%
	1998	8	99	107	7.48%
	1999	16	111	127	12.60%
	2000	22	131	153	14.38%
	2001	35	169	204	17.16%
	2002	60	352	412	14.56%
	2003	41	208	249	16.47%
	2004	48	536	584	8.22%
	2005	31	303	334	9.28%
	2006	42	620	662	6.34%
	2007	19	329	348	5.46%
	2008	32	739	771	4.15%
	2009	10	219	229	4.37%
	2010	26	792	818	3.18%
	2011	14	327	341	4.11%
	2012	24	1126	1150	2.09%
	2013		9	9	0.00%
ST0004016 Total		467	6283	6750	6.92%
ST0004065	1992	1	4	5	20.00%
	1993	3	8	11	27.27%
	1994	2	7	9	22.22%
	1995	5	18	23	21.74%
	1996	1	33	34	2.94%
	1997	3	32	35	8.57%
	1998	5	47	52	9.62%
	1999	9	67	76	11.84%
	2000	10	64	74	13.51%
	2001	23	84	107	21.50%
	2002	36	181	217	16.59%
	2003	24	133	157	15.29%
	2004	39	309	348	11.21%
	2005	26	213	239	10.88%
	2006	31	372	403	7.69%
	2007	18	231	249	7.23%
	2008	15	440	455	3.30%
	2009	11	177	188	5.85%
	2010	14	454	468	2.99%
	2011	9	243	252	3.57%
	2012	16	719	735	2.18%
	2013		1	1	0.00%
ST0004065 Total		301	3837	4138	7.27%

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**
ST0004105	1992	5	19	24	20.83%
	1993	7	34	41	17.07%
	1994	11	43	54	20.37%
	1995	13	89	102	12.75%
	1996	28	80	108	25.93%
	1997	54	168	222	24.32%
	1998	76	220	296	25.68%
	1999	97	257	354	27.40%
	2000	113	288	401	28.18%
	2001	141	375	516	27.33%
	2002	147	539	686	21.43%
	2003	126	515	641	19.66%
	2004	115	574	689	16.69%
	2005	102	512	614	16.61%
	2006	81	535	616	13.15%
	2007	43	382	425	10.12%
	2008	46	473	519	8.86%
	2009	13	184	197	6.60%
	2010	20	325	345	5.80%
	2011	9	178	187	4.81%
	2012	23	363	386	5.96%
ST0004105 Total		1270	6153	7423	17.11%
ST0004107	1992	3	34	37	8.11%
	1993	5	52	57	8.77%
	1994	9	94	103	8.74%
	1995	14	119	133	10.53%
	1996	30	150	180	16.67%
	1997	55	220	275	20.00%
	1998	78	264	342	22.81%
	1999	82	338	420	19.52%
	2000	104	421	525	19.81%
	2001	135	479	614	21.99%
	2002	165	836	1001	16.48%
	2003	137	660	797	17.19%
	2004	150	1126	1276	11.76%
	2005	116	703	819	14.16%
	2006	116	1149	1265	9.17%
	2007	72	721	793	9.08%
	2008	62	1197	1259	4.92%
	2009	34	468	502	6.77%
	2010	64	1084	1148	5.57%
	2011	42	691	733	5.73%
	2012	89	1695	1784	4.99%
	2013		1	1	0.00%
ST0004107 Total		1562	12502	14064	11.11%
	1992	4	18	22	18.18%
	1993	6	16	22	27.27%
	1994	2	25	27	7.41%
	1995	7	40	47	14.89%

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	1996	5	52	57	8.77%
	1997	17	46	63	26.98%
	1998	37	104	141	26.24%
	1999	39	118	157	24.84%
	2000	56	152	208	26.92%
	2001	57	195	252	22.62%
	2002	69	360	429	16.08%
	2003	57	314	371	15.36%
	2004	74	615	689	10.74%
	2005	54	356	410	13.17%
	2006	61	689	750	8.13%
	2007	27	456	483	5.59%
	2008	44	821	865	5.09%
	2009	20	365	385	5.19%
	2010	21	841	862	2.44%
	2011	25	470	495	5.05%
	2012	23	1100	1123	2.05%
	2013		2	2	0.00%
ST0004111 Total		705	7155	7860	8.97%
ST0004170	1992		6	6	0.00%
	1993		13	13	0.00%
	1994	2	30	32	6.25%
	1995	2	24	26	7.69%
	1996	5	32	37	13.51%
	1997	7	55	62	11.29%
	1998	12	79	91	13.19%
	1999	10	79	89	11.24%
	2000	17	95	112	15.18%
	2001	21	91	112	18.75%
	2002	31	244	275	11.27%
	2003	19	154	173	10.98%
	2004	32	369	401	7.98%
	2005	17	169	186	9.14%
	2006	23	365	388	5.93%
	2007	11	156	167	6.59%
	2008	19	435	454	4.19%
	2009	5	119	124	4.03%
	2010	15	407	422	3.55%
	2011	2	157	159	1.26%
	2012	4	594	598	0.67%
	2013		2	2	0.00%
ST0004170 Total		254	3675	3929	6.46%
	1992	1	7	8	12.50%
	1993		14	14	0.00%
	1994	2	21	23	8.70%
	1995	3	38	41	7.32%
	1996		20	20	0.00%
	1997	5	49	54	9.26%
	1998	6	62	68	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**
ST0004191	1999	12	84	96	12.50%
	2000	13	77	90	14.44%
	2001	14	106	120	11.67%
	2002	27	221	248	10.89%
	2003	11	126	137	8.03%
	2004	30	367	397	7.56%
	2005	12	174	186	6.45%
	2006	21	381	402	5.22%
	2007	12	223	235	5.11%
	2008	29	580	609	4.76%
	2009	7	166	173	4.05%
	2010	16	587	603	2.65%
	2011	8	295	303	2.64%
	2012	17	727	744	2.28%
	2013		1	1	0.00%
ST0004191 Total		246	4326	4572	5.38%
ST0004230	1992	1	19	20	5.00%
	1993	7	13	20	35.00%
	1994	3	30	33	9.09%
	1995	11	39	50	22.00%
	1996	5	64	69	7.25%
	1997	21	78	99	21.21%
	1998	21	115	136	15.44%
	1999	29	147	176	16.48%
	2000	36	166	202	17.82%
	2001	43	171	214	20.09%
	2002	74	359	433	17.09%
	2003	52	283	335	15.52%
	2004	58	523	581	9.98%
	2005	31	334	365	8.49%
	2006	58	612	670	8.66%
	2007	41	417	458	8.95%
	2008	44	733	777	5.66%
	2009	20	312	332	6.02%
	2010	34	785	819	4.15%
	2011	23	470	493	4.67%
	2012	35	1097	1132	3.09%
ST0004230 Total		647	6767	7414	8.73%
ST0004243	1992		8	8	0.00%
	1993		3	3	0.00%
	1994	1	9	10	10.00%
	1995	2	20	22	9.09%
	1996	2	9	11	18.18%
	1997	3	25	28	10.71%
	1998	4	40	44	9.09%
	1999	5	45	50	10.00%
	2000	3	52	55	5.45%
	2001	15	76	91	16.48%
	2002	22	151	173	12.72%

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	2003	10	98	108	9.26%
	2004	25	255	280	8.93%
	2005	12	142	154	7.79%
	2006	22	337	359	6.13%
	2007	11	186	197	5.58%
	2008	14	444	458	3.06%
	2009	11	147	158	6.96%
	2010	10	493	503	1.99%
	2011	4	233	237	1.69%
	2012	10	592	602	1.66%
	2013		1	1	0.00%
ST0004243 Total		186	3366	3552	5.24%
ST0004257	1992	12	38	50	24.00%
	1993	28	64	92	30.43%
	1994	18	99	117	15.38%
	1995	24	143	167	14.37%
	1996	42	182	224	18.75%
	1997	61	283	344	17.73%
	1998	87	306	393	22.14%
	1999	112	420	532	21.05%
	2000	137	463	600	22.83%
	2001	153	446	599	25.54%
	2002	217	859	1076	20.17%
	2003	122	603	725	16.83%
	2004	174	939	1113	15.63%
	2005	103	608	711	14.49%
	2006	110	909	1019	10.79%
	2007	78	616	694	11.24%
	2008	53	943	996	5.32%
	2009	27	361	388	6.96%
	2010	29	817	846	3.43%
	2011	27	369	396	6.82%
	2012	38	1149	1187	3.20%
ST0004257 Total		1652	10617	12269	13.46%
ST0004262	1992	4	24	28	14.29%
	1993	6	25	31	19.35%
	1994	7	51	58	12.07%
	1995	11	63	74	14.86%
	1996	25	77	102	24.51%
	1997	32	109	141	22.70%
	1998	41	134	175	23.43%
	1999	29	181	210	13.81%
	2000	48	186	234	20.51%
	2001	74	218	292	25.34%
	2002	73	413	486	15.02%
	2003	63	324	387	16.28%
	2004	69	470	539	12.80%
	2005	42	272	314	13.38%
	2006	54	531	585	9.23%

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**
	2007	39	308	347	11.24%
	2008	32	510	542	5.90%
	2009	17	202	219	7.76%
	2010	18	487	505	3.56%
	2011	10	203	213	4.69%
	2012	21	610	631	3.33%
	2013		2	2	0.00%
ST0004262 Total		715	5400	6115	11.69%
	1992	15	29	44	34.09%
	1993	12	38	50	24.00%
	1994	9	54	63	14.29%
	1995	10	93	103	9.71%
	1996	20	100	120	16.67%
	1997	21	127	148	14.19%
	1998	31	159	190	16.32%
	1999	43	203	246	17.48%
	2000	51	204	255	20.00%
	2001	67	268	335	20.00%
ST0004298	2002	83	560	643	12.91%
	2003	66	366	432	15.28%
	2004	89	826	915	9.73%
	2005	52	448	500	10.40%
	2006	72	964	1036	6.95%
	2007	37	497	534	6.93%
	2008	54	1093	1147	4.71%
	2009	20	344	364	5.49%
	2010	27	987	1014	2.66%
	2011	20	421	441	4.54%
	2012	25	1315	1340	1.87%
ST0004298 Total		824	9096	9920	8.31%
	1992	3	7	10	30.00%
	1993		7	7	0.00%
	1994		11	11	0.00%
	1995	4	19	23	17.39%
	1996	3	9	12	25.00%
	1997	3	38	41	7.32%
	1998	7	50	57	12.28%
	1999	7	56	63	11.11%
	2000	5	44	49	10.20%
	2001	16	90	106	15.09%
ST0004375	2002	14	163	177	7.91%
	2003	12	145	157	7.64%
	2004	31	266	297	10.44%
	2005	16	164	180	8.89%
	2006	15	342	357	4.20%
	2007	10	182	192	5.21%
	2008	21	497	518	4.05%
	2009	3	165	168	1.79%
	2010	12	476	488	2.46%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2011	7	209	216	3.24%
	2012	10	674	684	1.46%
	2013		1	1	0.00%
ST0004375 Total		199	3615	3814	5.22%
ST0004377	1992	2	7	9	22.22%
	1993	3	11	14	21.43%
	1994		17	17	0.00%
	1995	2	27	29	6.90%
	1996	4	24	28	14.29%
	1997	7	44	51	13.73%
	1998	10	58	68	14.71%
	1999	8	57	65	12.31%
	2000	14	74	88	15.91%
	2001	12	106	118	10.17%
	2002	21	196	217	9.68%
	2003	17	130	147	11.56%
	2004	25	303	328	7.62%
	2005	13	162	175	7.43%
	2006	14	278	292	4.79%
	2007	6	157	163	3.68%
	2008	9	331	340	2.65%
	2009	8	128	136	5.88%
	2010	7	371	378	1.85%
	2011	3	154	157	1.91%
	2012	12	511	523	2.29%
	2013		2	2	0.00%
ST0004377 Total		197	3148	3345	5.89%
ST0004390	1992	5	9	14	35.71%
	1993	7	12	19	36.84%
	1994	2	20	22	9.09%
	1995	2	35	37	5.41%
	1996	4	39	43	9.30%
	1997	11	64	75	14.67%
	1998	14	92	106	13.21%
	1999	20	101	121	16.53%
	2000	16	96	112	14.29%
	2001	22	118	140	15.71%
	2002	30	259	289	10.38%
	2003	15	160	175	8.57%
	2004	35	401	436	8.03%
	2005	14	186	200	7.00%
	2006	25	417	442	5.66%
	2007	12	273	285	4.21%
	2008	28	583	611	4.58%
	2009	10	185	195	5.13%
	2010	16	587	603	2.65%
	2011	10	256	266	3.76%
	2012	12	737	749	1.60%
ST0004390 Total		310	4630	4940	6.28%

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**
ST0004405	1992	1	12	13	7.69%
	1993		11	11	0.00%
	1994	3	10	13	23.08%
	1995	2	21	23	8.70%
	1996	2	19	21	9.52%
	1997	6	31	37	16.22%
	1998	7	43	50	14.00%
	1999	8	48	56	14.29%
	2000	9	43	52	17.31%
	2001	14	70	84	16.67%
	2002	21	148	169	12.43%
	2003	13	92	105	12.38%
	2004	19	232	251	7.57%
	2005	20	111	131	15.27%
	2006	21	277	298	7.05%
	2007	12	141	153	7.84%
	2008	14	368	382	3.66%
	2009	5	122	127	3.94%
	2010	9	325	334	2.69%
	2011	5	130	135	3.70%
	2012	11	438	449	2.45%
ST0004405 Total		202	2692	2894	6.98%
ST0004480	1992	1	13	14	7.14%
	1993	8	22	30	26.67%
	1994	4	37	41	9.76%
	1995	11	55	66	16.67%
	1996	9	60	69	13.04%
	1997	29	99	128	22.66%
	1998	31	115	146	21.23%
	1999	43	140	183	23.50%
	2000	66	219	285	23.16%
	2001	95	262	357	26.61%
	2002	97	453	550	17.64%
	2003	78	324	402	19.40%
	2004	110	569	679	16.20%
	2005	60	411	471	12.74%
	2006	58	571	629	9.22%
	2007	46	395	441	10.43%
	2008	43	653	696	6.18%
	2009	16	289	305	5.25%
	2010	23	589	612	3.76%
	2011	22	353	375	5.87%
	2012	16	828	844	1.90%
	2013	1	4	5	20.00%
ST0004480 Total		867	6461	7328	11.83%
	1992	2	15	17	11.76%
	1993	2	16	18	11.11%
	1994	1	29	30	3.33%
	1995	4	45	49	8.16%

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**
ST0004541	1996	3	49	52	5.77%
	1997	4	83	87	4.60%
	1998	21	117	138	15.22%
	1999	17	136	153	11.11%
	2000	21	123	144	14.58%
	2001	42	141	183	22.95%
	2002	54	383	437	12.36%
	2003	27	215	242	11.16%
	2004	37	447	484	7.64%
	2005	19	213	232	8.19%
	2006	29	481	510	5.69%
	2007	9	257	266	3.38%
	2008	12	601	613	1.96%
	2009	7	161	168	4.17%
	2010	17	584	601	2.83%
	2011	6	201	207	2.90%
	2012	16	753	769	2.08%
	2013		1	1	0.00%
ST0004541 Total		350	5051	5401	6.48%
ST0004592	1992	1	23	24	4.17%
	1993	9	45	54	16.67%
	1994	10	54	64	15.63%
	1995	4	88	92	4.35%
	1996	9	75	84	10.71%
	1997	23	128	151	15.23%
	1998	25	149	174	14.37%
	1999	27	182	209	12.92%
	2000	27	197	224	12.05%
	2001	41	224	265	15.47%
	2002	48	473	521	9.21%
	2003	40	289	329	12.16%
	2004	47	572	619	7.59%
	2005	41	317	358	11.45%
	2006	43	576	619	6.95%
	2007	21	283	304	6.91%
	2008	33	586	619	5.33%
	2009	14	199	213	6.57%
	2010	18	497	515	3.50%
	2011	6	226	232	2.59%
	2012	21	834	855	2.46%
	2013		4	4	0.00%
ST0004592 Total		508	6021	6529	7.78%
	1992	1	2	3	33.33%
	1993		7	7	0.00%
	1994		10	10	0.00%
	1995	1	22	23	4.35%
	1996	7	22	29	24.14%
	1997	9	24	33	27.27%
	1998	7	30	37	18.92%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004615	1999	3	42	45	6.67%
	2000	12	37	49	24.49%
	2001	10	58	68	14.71%
	2002	26	138	164	15.85%
	2003	18	77	95	18.95%
	2004	20	188	208	9.62%
	2005	16	110	126	12.70%
	2006	16	257	273	5.86%
	2007	14	122	136	10.29%
	2008	7	265	272	2.57%
	2009	4	96	100	4.00%
	2010	14	316	330	4.24%
	2011	3	104	107	2.80%
	2012	9	460	469	1.92%
	2013		1	1	0.00%
ST0004615 Total		197	2388	2585	7.62%
ST0004628	1992	1	6	7	14.29%
	1993		14	14	0.00%
	1994	3	26	29	10.34%
	1995	5	29	34	14.71%
	1996	7	25	32	21.88%
	1997	11	63	74	14.86%
	1998	17	94	111	15.32%
	1999	18	94	112	16.07%
	2000	15	86	101	14.85%
	2001	25	124	149	16.78%
	2002	41	271	312	13.14%
	2003	43	195	238	18.07%
	2004	54	426	480	11.25%
	2005	23	230	253	9.09%
	2006	43	496	539	7.98%
	2007	16	252	268	5.97%
	2008	15	542	557	2.69%
	2009	8	191	199	4.02%
	2010	12	574	586	2.05%
	2011	7	256	263	2.66%
	2012	13	774	787	1.65%
	2013	1	3	4	25.00%
ST0004628 Total		378	4771	5149	7.34%
	1992	3	17	20	15.00%
	1993	4	26	30	13.33%
	1994	4	32	36	11.11%
	1995	8	53	61	13.11%
	1996	8	50	58	13.79%
	1997	28	92	120	23.33%
	1998	17	91	108	15.74%
	1999	19	138	157	12.10%
	2000	29	150	179	16.20%
	2001	47	158	205	22.93%

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**
ST0004696	2002	55	352	407	13.51%
	2003	39	223	262	14.89%
	2004	68	498	566	12.01%
	2005	39	282	321	12.15%
	2006	49	518	567	8.64%
	2007	27	296	323	8.36%
	2008	24	632	656	3.66%
	2009	9	252	261	3.45%
	2010	13	582	595	2.18%
	2011	14	287	301	4.65%
	2012	23	827	850	2.71%
ST0004696 Total		527	5556	6083	8.66%
ST0004710	1992	1	19	20	5.00%
	1993	2	14	16	12.50%
	1994	1	21	22	4.55%
	1995	6	45	51	11.76%
	1996	2	32	34	5.88%
	1997	6	51	57	10.53%
	1998	7	62	69	10.14%
	1999	10	61	71	14.08%
	2000	4	59	63	6.35%
	2001	11	86	97	11.34%
	2002	18	138	156	11.54%
	2003	6	76	82	7.32%
	2004	7	151	158	4.43%
	2005	6	98	104	5.77%
	2006	11	142	153	7.19%
	2007	1	77	78	1.28%
	2008	1	112	113	0.88%
	2009	2	35	37	5.41%
	2010	5	106	111	4.50%
	2011	2	47	49	4.08%
	2012	2	135	137	1.46%
	2013		1	1	0.00%
ST0004710 Total		111	1568	1679	6.61%
ST0004713	1992	8	19	27	29.63%
	1993	8	22	30	26.67%
	1994	6	35	41	14.63%
	1995	12	55	67	17.91%
	1996	20	62	82	24.39%
	1997	28	96	124	22.58%
	1998	18	115	133	13.53%
	1999	33	126	159	20.75%
	2000	28	151	179	15.64%
	2001	40	157	197	20.30%
	2002	53	275	328	16.16%
	2003	44	225	269	16.36%
	2004	62	376	438	14.16%
	2005	40	260	300	13.33%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2006	48	362	410	11.71%
	2007	19	244	263	7.22%
	2008	32	405	437	7.32%
	2009	8	159	167	4.79%
	2010	8	298	306	2.61%
	2011	4	191	195	2.05%
	2012	11	312	323	3.41%
ST0004713 Total		530	3945	4475	11.84%
	1992	6	26	32	18.75%
	1993	6	49	55	10.91%
	1994	10	67	77	12.99%
	1995	16	121	137	11.68%
	1996	24	105	129	18.60%
	1997	31	168	199	15.58%
	1998	43	225	268	16.04%
	1999	52	297	349	14.90%
	2000	68	293	361	18.84%
	2001	93	363	456	20.39%
ST0004722	2002	114	771	885	12.88%
	2003	88	522	610	14.43%
	2004	124	1134	1258	9.86%
	2005	94	617	711	13.22%
	2006	93	1277	1370	6.79%
	2007	54	712	766	7.05%
	2008	81	1563	1644	4.93%
	2009	40	507	547	7.31%
	2010	56	1439	1495	3.75%
	2011	33	716	749	4.41%
	2012	58	2002	2060	2.82%
ST0004722 Total		1184	12974	14158	8.36%
	1992	1	15	16	6.25%
	1993	3	14	17	17.65%
	1994	4	25	29	13.79%
	1995	8	48	56	14.29%
	1996	10	53	63	15.87%
	1997	16	74	90	17.78%
	1998	23	104	127	18.11%
	1999	29	158	187	15.51%
	2000	17	155	172	9.88%
	2001	35	180	215	16.28%
ST0004739	2002	47	383	430	10.93%
	2003	33	311	344	9.59%
	2004	48	578	626	7.67%
	2005	34	413	447	7.61%
	2006	37	624	661	5.60%
	2007	37	498	535	6.92%
	2008	36	754	790	4.56%
	2009	20	295	315	6.35%
	2010	16	614	630	2.54%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2011	14	306	320	4.38%
	2012	24	815	839	2.86%
	2013		1	1	0.00%
ST0004739 Total		492	6418	6910	7.12%
	1992	3	12	15	20.00%
	1993	1	21	22	4.55%
	1994	3	46	49	6.12%
	1995	4	49	53	7.55%
	1996	7	44	51	13.73%
	1997	13	69	82	15.85%
	1998	8	72	80	10.00%
	1999	19	104	123	15.45%
	2000	16	86	102	15.69%
	2001	31	103	134	23.13%
	2002	40	283	323	12.38%
ST0004745	2003	26	141	167	15.57%
	2004	33	349	382	8.64%
	2005	28	147	175	16.00%
	2006	34	330	364	9.34%
	2007	10	173	183	5.46%
	2008	14	334	348	4.02%
	2009	9	96	105	8.57%
	2010	14	324	338	4.14%
	2011	3	140	143	2.10%
	2012	12	441	453	2.65%
	2013		1	1	0.00%
ST0004745 Total		328	3365	3693	8.88%
	1992		1	1	0.00%
	1993	1	3	4	25.00%
	1994		2	2	0.00%
	1995	1	6	7	14.29%
	1996	2	6	8	25.00%
	1997	1	9	10	10.00%
	1998	5	29	34	14.71%
	1999	4	39	43	9.30%
	2000	4	27	31	12.90%
	2001	2	30	32	6.25%
	2002	13	95	108	12.04%
ST0004764	2003	8	51	59	13.56%
	2004	14	144	158	8.86%
	2005	5	65	70	7.14%
	2006	13	212	225	5.78%
	2007	5	78	83	6.02%
	2008	8	231	239	3.35%
	2009	3	65	68	4.41%
	2010	10	297	307	3.26%
	2011	5	88	93	5.38%
	2012	7	347	354	1.98%
	2013	1	7	8	12.50%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004764 Total		112	1832	1944	5.76%
ST0004769	1992		15	15	0.00%
	1993	6	15	21	28.57%
	1994	9	36	45	20.00%
	1995	5	40	45	11.11%
	1996	3	40	43	6.98%
	1997	8	62	70	11.43%
	1998	11	72	83	13.25%
	1999	13	80	93	13.98%
	2000	16	90	106	15.09%
	2001	19	97	116	16.38%
	2002	29	203	232	12.50%
	2003	23	132	155	14.84%
	2004	38	285	323	11.76%
	2005	11	141	152	7.24%
	2006	14	293	307	4.56%
	2007	4	115	119	3.36%
	2008	15	342	357	4.20%
	2009	5	89	94	5.32%
	2010	9	356	365	2.47%
	2011	5	137	142	3.52%
	2012	5	453	458	1.09%
ST0004769 Total		248	3093	3341	7.42%
ST0004788	1992	7	24	31	22.58%
	1993	10	35	45	22.22%
	1994	15	73	88	17.05%
	1995	16	101	117	13.68%
	1996	32	99	131	24.43%
	1997	60	157	217	27.65%
	1998	55	185	240	22.92%
	1999	87	240	327	26.61%
	2000	101	294	395	25.57%
	2001	135	317	452	29.87%
	2002	158	487	645	24.50%
	2003	133	436	569	23.37%
	2004	112	566	678	16.52%
	2005	88	464	552	15.94%
	2006	85	527	612	13.89%
	2007	50	364	414	12.08%
	2008	39	460	499	7.82%
	2009	17	196	213	7.98%
	2010	12	341	353	3.40%
	2011	12	193	205	5.85%
	2012	18	374	392	4.59%
ST0004788 Total		1242	5933	7175	17.31%
	1992		9	9	0.00%
	1993		11	11	0.00%
	1994	2	21	23	8.70%
	1995	3	20	23	13.04%

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**
ST0004817	1996	8	21	29	27.59%
	1997	10	48	58	17.24%
	1998	13	65	78	16.67%
	1999	16	69	85	18.82%
	2000	20	73	93	21.51%
	2001	17	75	92	18.48%
	2002	43	186	229	18.78%
	2003	26	111	137	18.98%
	2004	25	259	284	8.80%
	2005	20	155	175	11.43%
	2006	35	253	288	12.15%
	2007	9	121	130	6.92%
	2008	9	266	275	3.27%
	2009	5	66	71	7.04%
	2010	3	277	280	1.07%
	2011		109	109	0.00%
	2012	5	326	331	1.51%
	2013		2	2	0.00%
ST0004817 Total		269	2543	2812	9.57%
ST0004828	1992	7	24	31	22.58%
	1993	11	34	45	24.44%
	1994	18	59	77	23.38%
	1995	14	74	88	15.91%
	1996	33	83	116	28.45%
	1997	46	126	172	26.74%
	1998	57	155	212	26.89%
	1999	61	216	277	22.02%
	2000	84	208	292	28.77%
	2001	130	261	391	33.25%
	2002	141	447	588	23.98%
	2003	117	321	438	26.71%
	2004	116	584	700	16.57%
	2005	73	376	449	16.26%
	2006	83	566	649	12.79%
	2007	41	322	363	11.29%
	2008	49	492	541	9.06%
	2009	20	217	237	8.44%
	2010	14	416	430	3.26%
	2011	7	232	239	2.93%
	2012	8	521	529	1.51%
	2013		1	1	0.00%
ST0004828 Total		1130	5735	6865	16.46%
	1992	5	13	18	27.78%
	1993	2	13	15	13.33%
	1994	3	20	23	13.04%
	1995	3	34	37	8.11%
	1996	7	37	44	15.91%
	1997	13	57	70	18.57%
	1998	12	90	102	11.76%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004837	1999	19	82	101	18.81%
	2000	20	66	86	23.26%
	2001	22	99	121	18.18%
	2002	37	212	249	14.86%
	2003	21	131	152	13.82%
	2004	33	235	268	12.31%
	2005	13	115	128	10.16%
	2006	25	199	224	11.16%
	2007	12	110	122	9.84%
	2008	22	229	251	8.76%
	2009	6	73	79	7.59%
	2010	10	208	218	4.59%
	2011	4	89	93	4.30%
	2012	4	234	238	1.68%
ST0004837 Total		293	2346	2639	11.10%
ST0004839	1992	1	22	23	4.35%
	1993		23	23	0.00%
	1994	15	43	58	25.86%
	1995	15	68	83	18.07%
	1996	6	60	66	9.09%
	1997	18	98	116	15.52%
	1998	22	114	136	16.18%
	1999	29	146	175	16.57%
	2000	35	165	200	17.50%
	2001	35	170	205	17.07%
	2002	63	332	395	15.95%
	2003	42	262	304	13.82%
	2004	57	495	552	10.33%
	2005	44	303	347	12.68%
	2006	42	544	586	7.17%
	2007	34	355	389	8.74%
	2008	23	587	610	3.77%
	2009	18	247	265	6.79%
	2010	32	598	630	5.08%
	2011	12	347	359	3.34%
	2012	27	881	908	2.97%
	2013		1	1	0.00%
ST0004839 Total		570	5861	6431	8.86%
ST0004847	1992	8	15	23	34.78%
	1993	3	28	31	9.68%
	1994	4	23	27	14.81%
	1995	3	47	50	6.00%
	1996	8	53	61	13.11%
	1997	7	71	78	8.97%
	1998	9	88	97	9.28%
	1999	15	130	145	10.34%
	2000	15	96	111	13.51%
	2001	33	135	168	19.64%
	2002	40	314	354	11.30%

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**
ST0004847	2003	18	169	187	9.63%
	2004	43	442	485	8.87%
	2005	24	192	216	11.11%
	2006	39	480	519	7.51%
	2007	16	200	216	7.41%
	2008	21	512	533	3.94%
	2009	9	139	148	6.08%
	2010	17	478	495	3.43%
	2011	6	193	199	3.02%
	2012	6	635	641	0.94%
	2013	1	1	2	50.00%
ST0004847 Total		345	4441	4786	7.21%
ST0004854	1992	3	28	31	9.68%
	1993	8	34	42	19.05%
	1994	2	33	35	5.71%
	1995	5	60	65	7.69%
	1996	16	94	110	14.55%
	1997	28	144	172	16.28%
	1998	26	163	189	13.76%
	1999	44	198	242	18.18%
	2000	51	212	263	19.39%
	2001	63	225	288	21.88%
	2002	90	515	605	14.88%
	2003	72	358	430	16.74%
	2004	107	768	875	12.23%
	2005	55	402	457	12.04%
	2006	63	817	880	7.16%
	2007	33	400	433	7.62%
	2008	36	873	909	3.96%
	2009	15	239	254	5.91%
	2010	19	857	876	2.17%
	2011	8	331	339	2.36%
	2012	21	1074	1095	1.92%
	2013		4	4	0.00%
ST0004854 Total		765	7829	8594	8.90%
ST0004866	1992		7	7	0.00%
	1993	1	14	15	6.67%
	1994	4	18	22	18.18%
	1995	9	26	35	25.71%
	1996	23	54	77	29.87%
	1997	25	62	87	28.74%
	1998	32	72	104	30.77%
	1999	50	115	165	30.30%
	2000	46	116	162	28.40%
	2001	52	129	181	28.73%
	2002	50	199	249	20.08%
	2003	53	168	221	23.98%
	2004	51	263	314	16.24%
	2005	37	190	227	16.30%

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**
	2006	33	256	289	11.42%
	2007	15	187	202	7.43%
	2008	25	280	305	8.20%
	2009	7	125	132	5.30%
	2010	9	222	231	3.90%
	2011	5	117	122	4.10%
	2012	7	292	299	2.34%
	2013		5	5	0.00%
ST0004866 Total		534	2917	3451	15.47%
	1992	16	38	54	29.63%
	1993	16	69	85	18.82%
	1994	18	97	115	15.65%
	1995	16	124	140	11.43%
	1996	47	140	187	25.13%
	1997	56	200	256	21.88%
	1998	66	260	326	20.25%
	1999	97	310	407	23.83%
	2000	135	335	470	28.72%
	2001	156	398	554	28.16%
	2002	168	736	904	18.58%
ST0004867	2003	137	475	612	22.39%
	2004	128	974	1102	11.62%
	2005	84	573	657	12.79%
	2006	102	919	1021	9.99%
	2007	40	530	570	7.02%
	2008	53	913	966	5.49%
	2009	24	346	370	6.49%
	2010	31	844	875	3.54%
	2011	13	434	447	2.91%
	2012	20	1066	1086	1.84%
	2013	1	10	11	9.09%
ST0004867 Total		1424	9791	11215	12.70%
	1992	5	4	9	55.56%
	1993		9	9	0.00%
	1994	4	15	19	21.05%
	1995	2	14	16	12.50%
	1996	5	25	30	16.67%
	1997	2	34	36	5.56%
	1998	4	33	37	10.81%
	1999	5	46	51	9.80%
	2000	4	40	44	9.09%
	2001	9	53	62	14.52%
ST0004870	2002	15	129	144	10.42%
	2003	10	72	82	12.20%
	2004	20	195	215	9.30%
	2005	11	93	104	10.58%
	2006	20	231	251	7.97%
	2007	10	107	117	8.55%
	2008	15	257	272	5.51%

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	4	71	75	5.33%
	2010	7	283	290	2.41%
	2011	4	91	95	4.21%
	2012	7	367	374	1.87%
ST0004870 Total		163	2169	2332	6.99%
ST0004875	1992		7	7	0.00%
	1993	2	13	15	13.33%
	1994	2	16	18	11.11%
	1995	6	26	32	18.75%
	1996	7	29	36	19.44%
	1997	8	41	49	16.33%
	1998	5	53	58	8.62%
	1999	17	51	68	25.00%
	2000	13	62	75	17.33%
	2001	18	66	84	21.43%
	2002	21	96	117	17.95%
	2003	17	87	104	16.35%
	2004	21	127	148	14.19%
	2005	12	75	87	13.79%
	2006	7	151	158	4.43%
	2007	8	81	89	8.99%
	2008	9	157	166	5.42%
	2009	11	58	69	15.94%
	2010	9	127	136	6.62%
	2011	10	85	95	10.53%
	2012	14	220	234	5.98%
	2013		7	7	0.00%
ST0004875 Total		217	1635	1852	11.72%
ST0004888	1992	5	16	21	23.81%
	1993	5	25	30	16.67%
	1994	11	42	53	20.75%
	1995	2	59	61	3.28%
	1996	17	47	64	26.56%
	1997	23	77	100	23.00%
	1998	28	97	125	22.40%
	1999	27	120	147	18.37%
	2000	40	125	165	24.24%
	2001	48	173	221	21.72%
	2002	59	254	313	18.85%
	2003	45	195	240	18.75%
	2004	57	377	434	13.13%
	2005	50	246	296	16.89%
	2006	46	364	410	11.22%
	2007	15	184	199	7.54%
	2008	26	341	367	7.08%
	2009	2	116	118	1.69%
	2010	10	330	340	2.94%
	2011	3	139	142	2.11%
	2012	11	408	419	2.63%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013		2	2	0.00%
ST0004888 Total		530	3737	4267	12.42%
ST0005000	1992		5	5	0.00%
	1993	2	6	8	25.00%
	1994	4	8	12	33.33%
	1995	1	7	8	12.50%
	1996	1	7	8	12.50%
	1997	4	12	16	25.00%
	1998	5	26	31	16.13%
	1999	9	36	45	20.00%
	2000	8	43	51	15.69%
	2001	17	46	63	26.98%
	2002	16	79	95	16.84%
	2003	12	66	78	15.38%
	2004	11	99	110	10.00%
	2005	13	104	117	11.11%
	2006	8	140	148	5.41%
	2007	10	119	129	7.75%
	2008	6	179	185	3.24%
	2009	6	89	95	6.32%
	2010	4	182	186	2.15%
	2011	5	83	88	5.68%
	2012	2	221	223	0.90%
	2013		1	1	0.00%
ST0005000 Total		144	1558	1702	8.46%
ST0005001	1992	1	9	10	10.00%
	1993	2	27	29	6.90%
	1994	2	23	25	8.00%
	1995	2	23	25	8.00%
	1996	3	30	33	9.09%
	1997	7	57	64	10.94%
	1998	6	36	42	14.29%
	1999	10	73	83	12.05%
	2000	18	82	100	18.00%
	2001	16	85	101	15.84%
	2002	26	162	188	13.83%
	2003	9	106	115	7.83%
	2004	17	227	244	6.97%
	2005	14	103	117	11.97%
	2006	7	216	223	3.14%
	2007	10	115	125	8.00%
	2008	11	238	249	4.42%
	2009	2	80	82	2.44%
	2010	6	220	226	2.65%
	2011	3	100	103	2.91%
	2012	5	333	338	1.48%
	2013		2	2	0.00%
ST0005001 Total		177	2347	2524	7.01%
	1992	3	2	5	60.00%

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**
ST0005002	1993	1	8	9	11.11%
	1994	1	9	10	10.00%
	1995	5	16	21	23.81%
	1996		6	6	0.00%
	1997	3	4	7	42.86%
	1998	3	11	14	21.43%
	1999	5	13	18	27.78%
	2000	6	19	25	24.00%
	2001	9	17	26	34.62%
	2002	9	30	39	23.08%
	2003	9	25	34	26.47%
	2004	5	34	39	12.82%
	2005	6	25	31	19.35%
	2006	6	36	42	14.29%
	2007	5	28	33	15.15%
	2008	5	39	44	11.36%
	2009	2	19	21	9.52%
	2010	2	36	38	5.26%
	2011	1	13	14	7.14%
	2012	2	34	36	5.56%
ST0005002 Total		88	424	512	17.19%
ST0005003	1992		3	3	0.00%
	1993	1	4	5	20.00%
	1994		6	6	0.00%
	1995		5	5	0.00%
	1996		3	3	0.00%
	1997		5	5	0.00%
	1998	1	15	16	6.25%
	1999	3	15	18	16.67%
	2000	6	17	23	26.09%
	2001	5	29	34	14.71%
	2002	9	48	57	15.79%
	2003	6	49	55	10.91%
	2004	6	74	80	7.50%
	2005	8	69	77	10.39%
	2006	22	150	172	12.79%
	2007	23	201	224	10.27%
	2008	40	362	402	9.95%
	2009	35	295	330	10.61%
	2010	57	581	638	8.93%
	2011	59	735	794	7.43%
	2012	139	1569	1708	8.14%
	2013	1	2	3	33.33%
ST0005003 Total		421	4237	4658	9.04%
	1992	1	5	6	16.67%
	1993		8	8	0.00%
	1994	2	19	21	9.52%
	1995	2	21	23	8.70%
	1996	3	28	31	9.68%

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**
ST0005004	1997	8	37	45	17.78%
	1998	6	50	56	10.71%
	1999	8	41	49	16.33%
	2000	10	64	74	13.51%
	2001	17	63	80	21.25%
	2002	24	192	216	11.11%
	2003	22	98	120	18.33%
	2004	32	323	355	9.01%
	2005	15	128	143	10.49%
	2006	22	362	384	5.73%
	2007	7	186	193	3.63%
	2008	17	553	570	2.98%
	2009	6	133	139	4.32%
	2010	13	507	520	2.50%
	2011	2	208	210	0.95%
	2012	18	688	706	2.55%
	2013		4	4	0.00%
ST0005004 Total		235	3718	3953	5.94%
ST0005006	1992	2	9	11	18.18%
	1993	4	31	35	11.43%
	1994	11	57	68	16.18%
	1995	11	63	74	14.86%
	1996	11	76	87	12.64%
	1997	16	106	122	13.11%
	1998	17	139	156	10.90%
	1999	38	184	222	17.12%
	2000	33	179	212	15.57%
	2001	59	237	296	19.93%
	2002	97	604	701	13.84%
	2003	49	364	413	11.86%
	2004	89	865	954	9.33%
	2005	41	501	542	7.56%
	2006	67	1009	1076	6.23%
	2007	34	564	598	5.69%
	2008	44	1206	1250	3.52%
	2009	9	391	400	2.25%
	2010	33	1149	1182	2.79%
	2011	13	417	430	3.02%
	2012	17	1521	1538	1.11%
	2013		6	6	0.00%
ST0005006 Total		695	9678	10373	6.70%
	1992	2	9	11	18.18%
	1993	1	18	19	5.26%
	1994	3	22	25	12.00%
	1995	3	22	25	12.00%
	1996	5	29	34	14.71%
	1997	5	46	51	9.80%
	1998	11	87	98	11.22%
	1999	13	58	71	18.31%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005008	2000	13	58	71	18.31%
	2001	28	86	114	24.56%
	2002	34	225	259	13.13%
	2003	17	98	115	14.78%
	2004	34	282	316	10.76%
	2005	20	159	179	11.17%
	2006	18	320	338	5.33%
	2007	12	156	168	7.14%
	2008	23	351	374	6.15%
	2009	8	82	90	8.89%
	2010	10	345	355	2.82%
	2011	4	132	136	2.94%
	2012	12	497	509	2.36%
	2013		5	5	0.00%
ST0005008 Total		276	3087	3363	8.21%
ST0005010	1992	1	6	7	14.29%
	1993	2	11	13	15.38%
	1994	3	12	15	20.00%
	1995	2	23	25	8.00%
	1996	3	26	29	10.34%
	1997	4	34	38	10.53%
	1998	5	53	58	8.62%
	1999	9	65	74	12.16%
	2000	11	49	60	18.33%
	2001	16	69	85	18.82%
	2002	24	150	174	13.79%
	2003	14	78	92	15.22%
	2004	14	199	213	6.57%
	2005	10	96	106	9.43%
	2006	16	215	231	6.93%
	2007	4	100	104	3.85%
	2008	4	239	243	1.65%
	2009	3	44	47	6.38%
	2010	4	237	241	1.66%
	2011		69	69	0.00%
	2012	4	280	284	1.41%
	2013		2	2	0.00%
ST0005010 Total		153	2057	2210	6.92%
ST0005011	1992		7	7	0.00%
	1993	1	5	6	16.67%
	1994	3	20	23	13.04%
	1995	4	18	22	18.18%
	1996	3	22	25	12.00%
	1997	4	28	32	12.50%
	1998	14	37	51	27.45%
	1999	11	53	64	17.19%
	2000	10	65	75	13.33%
	2001	23	57	80	28.75%
	2002	19	86	105	18.10%

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**
	2003	19	94	113	16.81%
	2004	17	132	149	11.41%
	2005	11	101	112	9.82%
	2006	12	114	126	9.52%
	2007	9	59	68	13.24%
	2008	9	120	129	6.98%
	2009	2	33	35	5.71%
	2010	6	117	123	4.88%
	2011	4	62	66	6.06%
	2012	1	128	129	0.78%
ST0005011 Total		182	1358	1540	11.82%
	1992	1	4	5	20.00%
	1993	1	6	7	14.29%
	1994		6	6	0.00%
	1995		5	5	0.00%
	1996	4	9	13	30.77%
	1997	2	20	22	9.09%
	1998	3	22	25	12.00%
	1999	4	12	16	25.00%
	2000	3	26	29	10.34%
	2001	8	27	35	22.86%
ST0005012	2002	9	50	59	15.25%
	2003	2	34	36	5.56%
	2004	12	66	78	15.38%
	2005	5	49	54	9.26%
	2006	7	62	69	10.14%
	2007	1	31	32	3.13%
	2008	7	64	71	9.86%
	2009	1	20	21	4.76%
	2010	1	68	69	1.45%
	2011		29	29	0.00%
	2012	2	99	101	1.98%
	2013		2	2	0.00%
ST0005012 Total		73	711	784	9.31%
	1992	4	13	17	23.53%
	1993	1	20	21	4.76%
	1994	7	29	36	19.44%
	1995	6	27	33	18.18%
	1996	12	54	66	18.18%
	1997	17	76	93	18.28%
	1998	27	108	135	20.00%
	1999	19	122	141	13.48%
	2000	37	156	193	19.17%
	2001	47	172	219	21.46%
ST0005013	2002	66	375	441	14.97%
	2003	46	251	297	15.49%
	2004	67	483	550	12.18%
	2005	39	291	330	11.82%
	2006	61	493	554	11.01%

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	21	283	304	6.91%
	2008	37	553	590	6.27%
	2009	15	182	197	7.61%
	2010	27	541	568	4.75%
	2011	10	257	267	3.75%
	2012	15	700	715	2.10%
	2013		1	1	0.00%
ST0005013 Total		581	5187	5768	10.07%
ST0005014	1992	7	9	16	43.75%
	1993	6	23	29	20.69%
	1994		20	20	0.00%
	1995	6	50	56	10.71%
	1996	8	42	50	16.00%
	1997	19	61	80	23.75%
	1998	19	80	99	19.19%
	1999	18	106	124	14.52%
	2000	22	95	117	18.80%
	2001	32	123	155	20.65%
	2002	53	289	342	15.50%
	2003	30	194	224	13.39%
	2004	55	407	462	11.90%
	2005	38	287	325	11.69%
	2006	31	463	494	6.28%
	2007	27	329	356	7.58%
	2008	34	536	570	5.96%
	2009	21	224	245	8.57%
	2010	28	508	536	5.22%
	2011	15	235	250	6.00%
	2012	18	775	793	2.27%
	2013	1	4	5	20.00%
ST0005014 Total		488	4860	5348	9.12%
ST0005015	1993		1	1	0.00%
	1994		2	2	0.00%
	1995	1	1	2	50.00%
	1996	1		1	100.00%
	1997	1	2	3	33.33%
	1998	1	5	6	16.67%
	1999	1	4	5	20.00%
	2000		7	7	0.00%
	2001	1	7	8	12.50%
	2002		4	4	0.00%
	2003	1	3	4	25.00%
	2004	1	23	24	4.17%
	2005	2	14	16	12.50%
	2006	3	23	26	11.54%
	2007	2	9	11	18.18%
	2008		34	34	0.00%
	2009		10	10	0.00%
	2010	2	39	41	4.88%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2011		10	10	0.00%
	2012		13	13	0.00%
ST0005015 Total		17	211	228	7.46%
ST0005016	1992	5	34	39	12.82%
	1993	16	66	82	19.51%
	1994	12	90	102	11.76%
	1995	21	114	135	15.56%
	1996	23	100	123	18.70%
	1997	34	183	217	15.67%
	1998	23	197	220	10.45%
	1999	44	251	295	14.92%
	2000	43	282	325	13.23%
	2001	87	352	439	19.82%
	2002	103	641	744	13.84%
	2003	56	479	535	10.47%
	2004	111	861	972	11.42%
	2005	41	483	524	7.82%
	2006	59	794	853	6.92%
	2007	22	390	412	5.34%
	2008	37	753	790	4.68%
	2009	10	240	250	4.00%
	2010	8	679	687	1.16%
	2011	6	223	229	2.62%
	2012	14	762	776	1.80%
	2013		1	1	0.00%
ST0005016 Total		775	7975	8750	8.86%
ST0005017	1992	2	3	5	40.00%
	1993		5	5	0.00%
	1994	1	8	9	11.11%
	1995	2	12	14	14.29%
	1996	4	24	28	14.29%
	1997	5	49	54	9.26%
	1998	8	65	73	10.96%
	1999	6	69	75	8.00%
	2000	7	62	69	10.14%
	2001	15	60	75	20.00%
	2002	20	232	252	7.94%
	2003	13	112	125	10.40%
	2004	28	333	361	7.76%
	2005	13	133	146	8.90%
	2006	17	383	400	4.25%
	2007	4	176	180	2.22%
	2008	9	424	433	2.08%
	2009	8	120	128	6.25%
	2010	10	474	484	2.07%
	2011	4	178	182	2.20%
	2012	4	631	635	0.63%
	2013		1	1	0.00%
ST0005017 Total		180	3554	3734	4.82%

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**
ST0005018	1992		4	4	0.00%
	1993		7	7	0.00%
	1994		12	12	0.00%
	1995	5	12	17	29.41%
	1996	3	21	24	12.50%
	1997	6	48	54	11.11%
	1998	12	56	68	17.65%
	1999	6	56	62	9.68%
	2000	5	61	66	7.58%
	2001	15	65	80	18.75%
	2002	20	171	191	10.47%
	2003	14	98	112	12.50%
	2004	21	215	236	8.90%
	2005	23	144	167	13.77%
	2006	19	275	294	6.46%
	2007	8	151	159	5.03%
	2008	20	349	369	5.42%
	2009	6	94	100	6.00%
	2010	16	359	375	4.27%
	2011	4	147	151	2.65%
	2012	13	462	475	2.74%
	2013		2	2	0.00%
ST0005018 Total		216	2809	3025	7.14%
ST0005019	1992		3	3	0.00%
	1993		3	3	0.00%
	1994		7	7	0.00%
	1995	1	11	12	8.33%
	1996	3	28	31	9.68%
	1997	10	29	39	25.64%
	1998	8	40	48	16.67%
	1999	12	37	49	24.49%
	2000	9	51	60	15.00%
	2001	12	62	74	16.22%
	2002	19	128	147	12.93%
	2003	15	102	117	12.82%
	2004	12	217	229	5.24%
	2005	8	110	118	6.78%
	2006	17	208	225	7.56%
	2007	12	125	137	8.76%
	2008	16	262	278	5.76%
	2009	4	94	98	4.08%
	2010	10	280	290	3.45%
	2011	5	100	105	4.76%
	2012	6	403	409	1.47%
ST0005019 Total		179	2300	2479	7.22%
	1992	1	1	2	50.00%
	1993	2	10	12	16.67%
	1994	2	7	9	22.22%
	1995		7	7	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**
ST0005020	1996	1	20	21	4.76%
	1997	2	22	24	8.33%
	1998	1	24	25	4.00%
	1999	6	53	59	10.17%
	2000	8	27	35	22.86%
	2001	4	41	45	8.89%
	2002	17	115	132	12.88%
	2003	8	54	62	12.90%
	2004	15	138	153	9.80%
	2005	8	70	78	10.26%
	2006	12	145	157	7.64%
	2007	5	90	95	5.26%
	2008	4	192	196	2.04%
	2009	2	54	56	3.57%
	2010	3	191	194	1.55%
	2011	1	67	68	1.47%
	2012	2	294	296	0.68%
	2013		1	1	0.00%
ST0005020 Total		104	1623	1727	6.02%
ST0005021	1992	1	9	10	10.00%
	1993	5	14	19	26.32%
	1994	1	19	20	5.00%
	1995	7	28	35	20.00%
	1996	8	39	47	17.02%
	1997	10	51	61	16.39%
	1998	8	67	75	10.67%
	1999	16	70	86	18.60%
	2000	16	86	102	15.69%
	2001	26	92	118	22.03%
	2002	40	265	305	13.11%
	2003	11	128	139	7.91%
	2004	38	329	367	10.35%
	2005	17	149	166	10.24%
	2006	38	358	396	9.60%
	2007	17	151	168	10.12%
	2008	21	386	407	5.16%
	2009	8	107	115	6.96%
	2010	14	387	401	3.49%
	2011	3	114	117	2.56%
	2012	9	456	465	1.94%
	2013		1	1	0.00%
ST0005021 Total		314	3306	3620	8.67%
	1992	7	17	24	29.17%
	1993	5	27	32	15.63%
	1994	13	38	51	25.49%
	1995	11	62	73	15.07%
	1996	24	88	112	21.43%
	1997	25	122	147	17.01%
	1998	37	162	199	18.59%

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**
ST0005022	1999	34	167	201	16.92%
	2000	56	211	267	20.97%
	2001	96	259	355	27.04%
	2002	91	424	515	17.67%
	2003	93	335	428	21.73%
	2004	77	528	605	12.73%
	2005	52	388	440	11.82%
	2006	62	514	576	10.76%
	2007	34	291	325	10.46%
	2008	27	471	498	5.42%
	2009	17	182	199	8.54%
	2010	13	348	361	3.60%
	2011	9	222	231	3.90%
	2012	16	517	533	3.00%
	2013		3	3	0.00%
ST0005022 Total		799	5376	6175	12.94%
ST0005023	1992	1	2	3	33.33%
	1993	1	7	8	12.50%
	1994	1	17	18	5.56%
	1995	1	14	15	6.67%
	1996	2	13	15	13.33%
	1997	6	30	36	16.67%
	1998	2	36	38	5.26%
	1999	9	49	58	15.52%
	2000	4	28	32	12.50%
	2001	10	46	56	17.86%
	2002	10	99	109	9.17%
	2003	5	69	74	6.76%
	2004	20	158	178	11.24%
	2005	7	83	90	7.78%
	2006	7	175	182	3.85%
	2007	3	82	85	3.53%
	2008	7	203	210	3.33%
	2009	3	33	36	8.33%
	2010	8	171	179	4.47%
	2011	1	84	85	1.18%
	2012	5	287	292	1.71%
	2013		3	3	0.00%
ST0005023 Total		113	1689	1802	6.27%
	1992	2	12	14	14.29%
	1993	1	17	18	5.56%
	1994	3	28	31	9.68%
	1995	3	33	36	8.33%
	1996	5	34	39	12.82%
	1997	3	52	55	5.45%
	1998	5	53	58	8.62%
	1999	7	72	79	8.86%
	2000	10	76	86	11.63%
	2001	19	81	100	19.00%

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**
ST0005024	2002	29	195	224	12.95%
	2003	12	133	145	8.28%
	2004	20	274	294	6.80%
	2005	14	164	178	7.87%
	2006	20	286	306	6.54%
	2007	13	141	154	8.44%
	2008	7	285	292	2.40%
	2009	3	81	84	3.57%
	2010	5	270	275	1.82%
	2011	2	89	91	2.20%
	2012	3	403	406	0.74%
	2013		1	1	0.00%
ST0005024 Total		186	2780	2966	6.27%
ST0005025	1992		12	12	0.00%
	1993	3	29	32	9.38%
	1994	3	26	29	10.34%
	1995	3	46	49	6.12%
	1996	6	26	32	18.75%
	1997	10	53	63	15.87%
	1998	10	74	84	11.90%
	1999	17	76	93	18.28%
	2000	15	76	91	16.48%
	2001	22	88	110	20.00%
	2002	49	207	256	19.14%
	2003	25	150	175	14.29%
	2004	38	303	341	11.14%
	2005	30	187	217	13.82%
	2006	30	333	363	8.26%
	2007	9	169	178	5.06%
	2008	20	372	392	5.10%
	2009	9	84	93	9.68%
	2010	10	364	374	2.67%
	2011	5	132	137	3.65%
	2012	16	557	573	2.79%
	2013		2	2	0.00%
ST0005025 Total		330	3366	3696	8.93%
ST0005026	1992	2	2	4	50.00%
	1993		2	2	0.00%
	1994		4	4	0.00%
	1995		5	5	0.00%
	1996	6	16	22	27.27%
	1997	6	32	38	15.79%
	1998	13	52	65	20.00%
	1999	14	59	73	19.18%
	2000	19	62	81	23.46%
	2001	16	84	100	16.00%
	2002	37	156	193	19.17%
	2003	24	100	124	19.35%
	2004	28	213	241	11.62%

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	11	111	122	9.02%
	2006	18	221	239	7.53%
	2007	17	140	157	10.83%
	2008	15	241	256	5.86%
	2009	3	70	73	4.11%
	2010	7	242	249	2.81%
	2011	2	84	86	2.33%
	2012	4	347	351	1.14%
	2013		7	7	0.00%
ST0005026 Total		242	2250	2492	9.71%
	1992	7	15	22	31.82%
	1993	3	25	28	10.71%
	1994	4	35	39	10.26%
	1995	7	56	63	11.11%
	1996	11	46	57	19.30%
	1997	21	95	116	18.10%
	1998	21	139	160	13.13%
	1999	30	150	180	16.67%
	2000	27	147	174	15.52%
	2001	38	144	182	20.88%
	2002	66	387	453	14.57%
ST0005027	2003	35	229	264	13.26%
	2004	61	502	563	10.83%
	2005	42	248	290	14.48%
	2006	40	484	524	7.63%
	2007	19	238	257	7.39%
	2008	30	591	621	4.83%
	2009	10	151	161	6.21%
	2010	16	501	517	3.09%
	2011	9	173	182	4.95%
	2012	8	749	757	1.06%
	2013		1	1	0.00%
ST0005027 Total		505	5106	5611	9.00%
	1992		2	2	0.00%
	1993		2	2	0.00%
	1994		6	6	0.00%
	1995	1	4	5	20.00%
	1996	3	14	17	17.65%
	1997	6	20	26	23.08%
	1998	9	19	28	32.14%
	1999	3	23	26	11.54%
	2000	10	25	35	28.57%
	2001	6	26	32	18.75%
ST0005028	2002	15	84	99	15.15%
	2003	8	41	49	16.33%
	2004	12	95	107	11.21%
	2005	7	56	63	11.11%
	2006	13	94	107	12.15%
	2007	10	74	84	11.90%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2008	12	117	129	9.30%
	2009	1	44	45	2.22%
	2010	4	132	136	2.94%
	2011	3	56	59	5.08%
	2012	2	189	191	1.05%
ST0005028 Total		125	1123	1248	10.02%
	1992		1	1	0.00%
	1993		3	3	0.00%
	1994		1	1	0.00%
	1995		5	5	0.00%
	1996	1	1	2	50.00%
	1997	3	8	11	27.27%
	1998		3	3	0.00%
	1999	1	8	9	11.11%
	2000		3	3	0.00%
	2001	3	12	15	20.00%
ST0005029	2002	4	17	21	19.05%
	2003	2	15	17	11.76%
	2004	2	29	31	6.45%
	2005	3	24	27	11.11%
	2006	4	39	43	9.30%
	2007	1	16	17	5.88%
	2008	2	46	48	4.17%
	2009	3	17	20	15.00%
	2010	1	45	46	2.17%
	2011		22	22	0.00%
	2012	4	69	73	5.48%
ST0005029 Total		34	384	418	8.13%
	1992	2	7	9	22.22%
	1993	3	10	13	23.08%
	1994		20	20	0.00%
	1995	1	23	24	4.17%
	1996	3	29	32	9.38%
	1997	5	40	45	11.11%
	1998	10	52	62	16.13%
	1999	9	45	54	16.67%
	2000	15	64	79	18.99%
	2001	19	67	86	22.09%
	2002	25	164	189	13.23%
ST0005030	2003	21	112	133	15.79%
	2004	27	252	279	9.68%
	2005	19	132	151	12.58%
	2006	21	240	261	8.05%
	2007	6	119	125	4.80%
	2008	8	241	249	3.21%
	2009	3	69	72	4.17%
	2010	8	229	237	3.38%
	2011	3	85	88	3.41%
	2012	9	348	357	2.52%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2013		1	1	0.00%
ST0005030 Total		217	2349	2566	8.46%
	1992		2	2	0.00%
	1993		1	1	0.00%
	1994		1	1	0.00%
	1995		3	3	0.00%
	1996		2	2	0.00%
	1997	1	1	2	50.00%
	1998	3	11	14	21.43%
	1999	2	11	13	15.38%
	2000		11	11	0.00%
	2001		17	17	0.00%
ST0005031	2002	4	42	46	8.70%
	2003	2	19	21	9.52%
	2004	10	59	69	14.49%
	2005	3	28	31	9.68%
	2006	6	74	80	7.50%
	2007	4	46	50	8.00%
	2008	2	101	103	1.94%
	2009	2	28	30	6.67%
	2010	3	87	90	3.33%
	2011	1	36	37	2.70%
	2012	1	147	148	0.68%
ST0005031 Total		44	727	771	5.71%
	1992		4	4	0.00%
	1993		3	3	0.00%
	1994		2	2	0.00%
	1995	1	11	12	8.33%
	1996	1	6	7	14.29%
	1997	1	8	9	11.11%
	1998	5	12	17	29.41%
	1999	1	18	19	5.26%
	2000		13	13	0.00%
	2001	3	25	28	10.71%
ST0005032	2002	13	48	61	21.31%
	2003		29	29	0.00%
	2004	10	83	93	10.75%
	2005	6	45	51	11.76%
	2006	7	92	99	7.07%
	2007	4	56	60	6.67%
	2008	6	118	124	4.84%
	2009	1	36	37	2.70%
	2010	2	134	136	1.47%
	2011	3	60	63	4.76%
	2012	4	187	191	2.09%
ST0005032 Total		68	990	1058	6.43%
	1993	1		1	100.00%
	1994		2	2	0.00%
	1995		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**
ST0005033	1996		2	2	0.00%
	1997		5	5	0.00%
	1998	2	5	7	28.57%
	1999	1	8	9	11.11%
	2000	5	2	7	71.43%
	2001	3	7	10	30.00%
	2002	6	23	29	20.69%
	2003	3	14	17	17.65%
	2004	9	24	33	27.27%
	2005	1	22	23	4.35%
	2006	3	28	31	9.68%
	2007	3	35	38	7.89%
	2008	4	47	51	7.84%
	2009	2	25	27	7.41%
	2010	1	50	51	1.96%
	2011	1	31	32	3.13%
	2012		103	103	0.00%
ST0005033 Total		45	435	480	9.38%
ST0005034	1993	1	2	3	33.33%
	1995		2	2	0.00%
	1997	1		1	100.00%
	1998		1	1	0.00%
	2000	1	4	5	20.00%
	2001	3	3	6	50.00%
	2002		4	4	0.00%
	2003	1	1	2	50.00%
	2004	2	9	11	18.18%
	2005		6	6	0.00%
	2006		7	7	0.00%
	2007		4	4	0.00%
	2008	1	7	8	12.50%
	2009		1	1	0.00%
	2010		7	7	0.00%
	2011		3	3	0.00%
	2012		10	10	0.00%
ST0005034 Total		10	71	81	12.35%
ST0005035	1992		1	1	0.00%
	1993		2	2	0.00%
	1994		4	4	0.00%
	1995		3	3	0.00%
	1996	3	5	8	37.50%
	1997	2	4	6	33.33%
	1998	3	10	13	23.08%
	1999	5	18	23	21.74%
	2000	9	19	28	32.14%
	2001	11	19	30	36.67%
	2002	8	20	28	28.57%
	2003	9	25	34	26.47%
	2004	8	25	33	24.24%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	2005	5	22	27	18.52%
	2006	5	27	32	15.63%
	2007	1	23	24	4.17%
	2008	3	25	28	10.71%
	2009	1	9	10	10.00%
	2010	2	16	18	11.11%
	2011		20	20	0.00%
	2012		18	18	0.00%
ST0005035 Total		75	315	390	19.23%
	1992		1	1	0.00%
	1994	1	1	2	50.00%
	1995		2	2	0.00%
	1996		1	1	0.00%
	1997		3	3	0.00%
	1998		1	1	0.00%
	1999		2	2	0.00%
	2000	3	4	7	42.86%
	2001	3	7	10	30.00%
ST0005036	2002	2	8	10	20.00%
	2003	5	7	12	41.67%
	2004		13	13	0.00%
	2005	1	12	13	7.69%
	2006	1	11	12	8.33%
	2007		10	10	0.00%
	2008	1	23	24	4.17%
	2009		9	9	0.00%
	2010	1	21	22	4.55%
	2011		7	7	0.00%
	2012	1	38	39	2.56%
ST0005036 Total		19	181	200	9.50%
	1994		1	1	0.00%
	1995		1	1	0.00%
	1996		2	2	0.00%
	1997	1	2	3	33.33%
	1998	1	4	5	20.00%
	1999	3	2	5	60.00%
	2000		6	6	0.00%
	2001		6	6	0.00%
	2002	4	7	11	36.36%
ST0005037	2003	3	3	6	50.00%
	2004	1	12	13	7.69%
	2005	1	9	10	10.00%
	2006		14	14	0.00%
	2007	1	8	9	11.11%
	2008	1	13	14	7.14%
	2009		3	3	0.00%
	2010		13	13	0.00%
	2011		7	7	0.00%
	2012	1	17	18	5.56%

Table (a) (3 & 4). # of Tests by Station, % Fail by Station Note: If vehicles of a certain model year are not tested, the row will not be listed					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0005037 Total		17	130	147	11.56%
ST0005038	1994		2	2	0.00%
	1995	1	4	5	20.00%
	2000	1	1	2	50.00%
	2001		4	4	0.00%
	2002	4	7	11	36.36%
	2003	3	6	9	33.33%
	2004		4	4	0.00%
	2005		6	6	0.00%
	2006	1	13	14	7.14%
	2007		9	9	0.00%
	2008	2	18	20	10.00%
	2009	1	13	14	7.14%
	2010	3	27	30	10.00%
	2011	1	22	23	4.35%
	2012	1	33	34	2.94%
ST0005038 Total		18	169	187	9.63%
ST0005039	1995		3	3	0.00%
	1997	2	2	4	50.00%
	1998		2	2	0.00%
	1999	2	4	6	33.33%
	2000		2	2	0.00%
	2001		1	1	0.00%
	2002	2	11	13	15.38%
	2003	1	4	5	20.00%
	2004	2	19	21	9.52%
	2005		12	12	0.00%
	2006	3	15	18	16.67%
	2007	2	10	12	16.67%
	2008	2	25	27	7.41%
	2009		10	10	0.00%
	2010	1	27	28	3.57%
	2011		15	15	0.00%
	2012	1	30	31	3.23%
ST0005039 Total		18	192	210	8.57%
ST0005040	1992		1	1	0.00%
	1994		1	1	0.00%
	1995		4	4	0.00%
	1996		3	3	0.00%
	1997	1	4	5	20.00%
	1998	1	2	3	33.33%
	1999	1	7	8	12.50%
	2000		6	6	0.00%
	2001	1	8	9	11.11%
	2002	3	15	18	16.67%
	2003		9	9	0.00%
	2004	3	11	14	21.43%
	2005		7	7	0.00%
	2006	7	22	29	24.14%

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**
	2007		16	16	0.00%
	2008		26	26	0.00%
	2009	1	9	10	10.00%
	2010	1	19	20	5.00%
	2011	1	20	21	4.76%
	2012	1	30	31	3.23%
ST0005040 Total		21	220	241	8.71%
Grand Total		103339	959165	1062504	9.73%

Table (b) (1) & (2)(l,ii, & v). Quality Assurance 2016			
	Beginning of Year	Left Program	Added to Program
No. of Inspection stations/lanes operating throughout 2016	225	14	13
Receiving overt performance audits in 2016	226		
Not Receiving overt performance audits in 2016	0		
That have been shut down as a result of overt performance audits	2		

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

Table (b) (2) (v). Results of Equipment Audits*	
Parameter	2016 Result
Total Equipment Audits**	461
Total Stations that Failed Equipment Audit ***	101
Percentage of stations that failed an equipment (gas) audit	21.91%
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 2016	All Test Types (OBD, ASM, TSI)	OBD Tests	ASM Tests	TSI Tests	LMD	MSA
Receiving Covert Audits	620	225	194	201	46	2
Conducted with vehicle set to fail	3	0	0	3	0	0
Conducted with vehicle set to fail any combination of two or more types	0	0	0	0		
Resulting in a False Pass	3	0	0	3		
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	5	-	-	-		
Total number of Covert auditors available for undercover audits in 2015	8	-	-	-		
Total # of Video Surveillance Audits	2,412	Not Available	Not Available	Not Available		

Table (b) (4)(i & ii). Quality Assurance		
	Stations	Inspectors
Suspended as a result of covert audits	6	0
Suspended for other reasons	0	11

Table (b) (5). Quality Assurance	
Total CTIs Actively Testing Part of Year – 451 Total CTIs Actively Testing All Year - 592 Total CTIs Testing - 1043	CTI Activity Information Provided by Applus

Table (d) (1)(v). # of time extensions and exemptions granted to motorists	
Time Extension and Other Exemptions	2,358

Table (d) (3)(i). # and % of subject vehicles that were tested by the initial deadline*		
Deadline	# of Vehicles	% of Vehicles
On Due date	27,405	3.17%
Tested Early	531,676	59.79%
1-30 days late	95,769	10.80%
31-60 days late	27,224	3.48%
61-90 days late	16,811	2.06%
91-120 days late	12,698	1.57%
> 120 days late	152,674	19.08%

* Figures based on 'Noticed' vehicles/tested volume of 864,217

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	1	
ST0000034	Bob Valenti Chevrolet - Olds	1	2	0	
ST0000036	Hoffman Auto Group	1	2	0	
ST0000065	Stevens Ford Linc-Merc Inc	1	1	0	Left program before second audit done
ST0000107	King Olds-Cadillac-GMC	1	2	0	
ST0000112	Brustolon Buick-Pont-GMC	1	2	0	
ST0000120	Girard Ford	1	0	0	Left program before audited
ST0000125	Candlewood Valley Motors	1	2	0	
ST0000132	Middletown Toyota Inc	1	2	0	
ST0000171	Oneills Chevrolet Buick Inc	1	2	1	
ST0000193	M J Sullivan Automotive Corner	1	2	1	
ST0000229	Hartford Toyota Superstore	1	2	0	
ST0000326	Midas of Bloomfield	1	2	1	
ST0000328	Automotive Plus	1	1	0	Left program before second audit done
ST0000329	Firestone Complete Auto Care	1	2	0	
ST0000359	Laurel Automotive	1	2	0	
ST0000386	Hamelin and Sons Inc	1	2	1	
ST0000412	Arnolds Garage	1	2	1	
ST0000434	Midas Muffler Inc	1	2	0	
ST0000469	Lees Auto Center Inc	1	2	2	
ST0000493	Midas of Farmington	1	2	0	
ST0000516	Hallmark Tire Co Inc	1	2	0	
ST0000520	Farmington Motor Sports Inc	1	2	0	
ST0000525	Firestone Complete Auto Care 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**
ST0000557	Kensington Auto Service LTD	1	2	1	
ST0000581	J and M Motor Sports	1	2	1	
ST0000616	Firestone Complete Auto Care Inc	1	2	0	
ST0000648	Bolton Motors Inc	1	2	0	
ST0000697	Firestone Complete Auto Care Inc	1	2	1	
ST0000725	Story Bros Inc	1	2	0	
ST0000776	Anthonys Service Station Inc	1	3	0	
ST0000790	Farm Car Care Center Inc	1	2	0	
ST0000963	Firestone Complete Auto Care Inc	1	4	2	
ST0000969	Meineke Car Center	1	2	2	
ST0000972	Mad Hatter Auto Repair	1	2	0	
ST0000986	Suburban Tire and Auto Service	1	2	0	
ST0000994	Tolland Citgo	1	2	1	
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	1	
ST0001216	Wethersfield Automotive LLC	1	2	1	
ST0001235	Valvoline Instant Oil Change	1	3	1	
ST0001253	Midas of West Hartford	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0001264	Mikes Auto Service	1	2	0	
ST0001267	Mirabelli Automotive LLC	1	2	1	
ST0001284	Modern Tire and Auto Service	1	2	1	
ST0001294	Modern Tire and Auto Service	1	2	0	
ST0001297	Aguas Buenas Auto SLS and Services	1	1	0	Left program before second audit done
ST0001299	B and S Automotive Inc	1	2	0	
ST0001363	Midas	1	2	1	
ST0001371	Coxs Service Station	1	2	0	
ST0001401	Nutmeg Auto Service Inc	1	2	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	0	
ST0001662	Meineke Car Care Center	1	2	0	
ST0001692	Ledyard Auto LLC	1	2	0	
ST0001704	Precision Motors Inc	1	2	0	
ST0001725	Nicks Service Center	1	1	0	Left program before second audit done
ST0001730	Hometown Auto LLC	1	3	2	
ST0001767	Firestone Complete Auto Care Inc	1	2	0	
ST0001799	All Pro Automotive	1	2	0	
ST0001805	Plainfield Shell	1	2	2	
ST0001825	Pennells Auto Center LLC	1	2	0	
ST0001845	Courtesy Ford Mercury	1	2	0	
ST0001876	General Muffler Automotive Supply	1	2	2	
ST0001889	Gabes Service Station	1	2	0	
ST0001944	Branford Auto Center	1	2	0	
ST0001970	Anderson Tire and Auto Service	1	2	1	
ST0002018	D and R Automotive LLC	1	2	0	
ST0002020	Hammonasset Ford	1	0	0	Left program before audited
ST0002026	Desmonds Auto Sales	1	2	0	
ST0002060	Cromwell Automotive	1	2	0	
ST0002070	Firestone Complete Auto Care	1	2	1	
ST0002120	Greenfield Hill Serv	1	2	0	
ST0002133	Firestone Complete Auto Care Inc	1	2	1	
ST0002141	Fairfield Tire and Auto Center LLC	1	2	0	
ST0002149	Meineke	1	2	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0002153	Sport Hill Service Station Inc	1	2	1	
ST0002181	Auto Associates Inc	1	2	1	
ST0002233	Cos Central Auto	1	2	0	
ST0002267	Harte Family Motors Inc	1	2	0	
ST0002330	Belltown Motors	1	2	1	
ST0002358	Computer Tune and Lube Inc	1	2	0	
ST0002365	Midas Auto Service of Middletown	1	2	0	
ST0002373	Personal Auto Care Service Center Inc	1	2	1	
ST0002380	New Image Automotive	1	3	1	
ST0002419	Roberts Service Center Inc	1	2	1	
ST0002467	Meineke Discount Muffler	1	2	1	
ST0002493	Amaral Motors Inc	1	2	0	
ST0002540	J P Automotive LLC	1	2	0	
ST0002560	Tech 1 Automotive LLC	1	2	0	
ST0002573	Oceanside Auto LLC	1	2	0	
ST0002578	Grossman Chevrolet	1	2	0	
ST0002593	Bens Service Center	1	2	0	
ST0002631	Portland Automotive Inc	1	2	0	
ST0002651	East Coast Car Care	1	2	0	
ST0002672	AJs Center Service Inc	1	2	1	
ST0002740	Mad Hatter Muffler	1	3	1	
ST0002822	Frenchys Auto Repair Inc	1	2	0	
ST0002830	Nelsons Automotive Service Center LLC	1	2	0	
ST0002880	Broadbridge Auto Service Inc	1	2	1	
ST0002884	Don Schiffers Auto Service Inc	1	2	1	
ST0002915	Midas Auto Service of Westbrook	1	2	0	
ST0002919	Meineke Discount Mufflers	1	2	0	
ST0002955	Nova Automotive	1	1	1	Left program before second audit done
ST0002964	Swanson Automotive	1	2	0	
ST0002975	Torello Tire Company Inc	1	2	1	
ST0003102	Auto Specialist Inc	1	1	1	Left program before second audit done
ST0003106	Campbell Motor Sales Inc	1	2	0	
ST0003107	Chucks Garage	1	2	1	
ST0003190	Partyka Chevrolet Inc	1	2	0	
ST0003192	Dougan Automotive 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**
ST0003225	Tire Doctor	1	2	1	
ST0003253	Quick Lane Tire and Auto Center	1	2	1	
ST0003292	Joeys Capitol-Wood Service Center	1	2	0	
ST0003432	E and S Automotive Operations LLC	1	2	1	
ST0003437	Monro Muffler Brake	1	2	2	
ST0003449	Boston Ave Auto Getty	1	2	0	
ST0003458	Knechts Garage Inc	1	3	1	
ST0003475	Firestone Tire and Service Center	1	2	0	
ST0003483	Breezy Point Auto Repairs Inc	1	2	1	
ST0003498	Model Garage Inc	1	2	0	
ST0003548	Montambaults Inc	1	2	1	
ST0003587	Pep Boys	1	3	3	
ST0003592	Superior Transmissions Inc	1	2	0	
ST0003662	United Auto Sales and Service Inc	1	3	1	
ST0003732	Litchfield Hills Motorsports LLC	1	2	0	
ST0003739	Bennett Motor Werks	1	2	0	
ST0003746	Sunshine Car Repair	1	2	1	
ST0003759	Litchfield County Marine Auto LLC	1	2	2	
ST0003767	Mezzio Auto Body Repair	1	2	1	
ST0003876	The Quiet Zone	1	3	0	
ST0003939	Abate Auto Body and Collision	1	2	0	
ST0003943	Bahr Auto Repair	1	2	0	
ST0003976	The Quiet Zone	1	2	2	
ST0003988	Valenti Motors Inc	1	2	0	
ST0003997	Murray Bros Garage Inc	1	2	0	
ST0004004	Belardinelli Tire Comp	1	2	0	
ST0004016	Firestone Tire and Service Center	1	2	2	
ST0004065	Mohawk West Tire And Auto Center	1	2	1	
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	0	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0004257	New Canaan Ave Service	1	2	0	
ST0004262	The Briggs Tire Co Inc	1	2	0	
ST0004298	Hank Mays Goodyear	1	2	0	
ST0004375	Copps Hill Shell Inc	1	2	0	
ST0004377	Limestone Service Station Inc	1	3	0	
ST0004390	Westport Auto Repair LLC	1	2	0	
ST0004405	Weston Service Center	1	2	0	
ST0004480	Firestone Tire and Service Center	1	2	0	
ST0004541	Sotires Auto Diagnostic Center	1	2	0	
ST0004592	Avery Brothers Inc	1	3	1	
ST0004615	Firestone Tire Service Center	1	2	0	
ST0004628	Firestone Tire and Service Center	1	2	0	
ST0004696	Long Ridge Service	1	2	1	
ST0004710	Middlesex Auto Center	1	2	0	
ST0004713	Milex Auto Repair	1	2	0	
ST0004722	Lube Express	1	2	0	
ST0004739	Precision Motor Coach LLC	1	2	0	
ST0004745	R K Rogers LTD Inc	1	2	0	
ST0004764	Suburban Subaru	1	2	1	
ST0004765	Main Street Muffler and Brake	1	0	0	Left program before audited
ST0004769	The Quiet Zone Your complete car care center	1	2	0	
ST0004788	West High Service Station Inc	1	2	1	
ST0004817	High Tech Auto	1	2	0	
ST0004828	Waterbury Tire and Auto	1	2	0	
ST0004837	Car Tune	1	2	1	
ST0004839	Hank Mays Goodyear	1	2	0	
ST0004847	Hebron Quick Lube LLC	1	2	1	
ST0004854	Valvoline Instant Oil Change	1	2	2	
ST0004866	Lee Myles Transmission	1	2	0	
ST0004867	Foxy Fast Lube LLC	1	2	1	
ST0004870	Middlebury Garage	1	2	1	

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
ST0004875	Showroom Auto Center	1	2	0	
ST0004888	K Town Automotive LLC	1	2	1	
ST0005000	Firestone Complete Auto Care Inc	1	2	1	
ST0005001	Bundy Motors	1	2	0	
ST0005002	Pep Boys Auto	1	2	2	
ST0005003	CarMax Auto Superstore Inc	1	2	0	
ST0005004	Modern Tire And Auto Service	1	2	2	
ST0005006	Economy Oil Change	1	2	0	
ST0005008	Alfano Nissan	1	2	1	
ST0005010	Jims Auto Sales and Service	1	2	0	
ST0005011	Thompson Auto Care LLC	1	2	0	
ST0005012	Beatty Automotive LLC	1	1	1	Left program before second audit done
ST0005013	Valvoline Instant Oil	1	2	2	
ST0005014	Tires International	1	2	0	
ST0005015	Lyons Service Corp Inc	1	0	0	Left program before audited
ST0005016	Stillys Automotive LLC	1	2	0	
ST0005017	Brickel Automotive	1	4	1	
ST0005018	Firestone Complete Auto	1	2	0	
ST0005019	Meineke Car Care	1	1	0	The zone list for Q/A auditors had a station listed wrong. Stilly's was listed as ST0005019, which should of been listed as ST0005016.
ST0005020	Keating Automotive	1	2	0	
ST0005021	P N Auto	1	3	1	
ST0005022	Danbury Auto	1	2	0	
ST0005023	Tasca Ford	1	2	1	
ST0005024	Central Connecticut Tire Service	1	2	2	

Table (c) (1,2,3 & 4). Quality Control					
Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments
ST0005025	Marvin's Midway Auto	1	2	1	
ST0005026	Cory's Auto Care (Waterford)	1	1	0	Left program before second audit done
ST0005027	Falbo's Tire and Auto Center	1	2	1	
ST0005028	Firestone - Branford	1	2	1	
ST0005029	Precision Performance Inc	1	1	1	
ST0005030	Nissan of Norwich	1	2	0	
ST0005031	Moe's Tire and Auto	1	2	1	
ST0005032	A1 Complete Autocare LLC	1	1	0	
ST0005033	Midas - Norwalk	1	1	1	Entered program in second have of year
ST0005034	ProTech Automotive	1	1	0	Entered program in second have of year
ST0005035	A1 Autos LLC	1	1	1	Entered program in second have of year
ST0005036	Firestone - West Haven	1	1	0	Entered program in second have of year
ST0005037	Anthony's High Tech Auto Center - New Haven	1	1	0	Entered program in second have of year
ST0005038	New England Auto World	1	1	0	Entered program in second have of year
ST0005039	L&S Automotive LLC	1	1	0	Entered program in second have of year
ST0005040	Anthony's High Tech Auto Center - Milford	1	1	0	Entered program in second have of year
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
FL0001004	at-t	1	N/A	N/A	OBDII Only
FL0001005	Stamford Police Garage	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
FL0001010	Town of Trumbull	1	N/A	N/A	OBDII Only
FL0001011	University of Hartford	1	N/A	N/A	OBDII Only
FL0001012	Town of Guilford	1	N/A	N/A	OBDII Only

Table (c) (1,2,3 & 4). Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**
FL0001013	Southern CT Gas Company	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
FL0001018	CNG Corp	1	N/A	N/A	OBDII Only
FL0001019	SBC SNET	1	N/A	N/A	OBDII Only
FL0001020	SBC SNET	1	N/A	N/A	OBDII Only
FL0001021	SNET	1	N/A	N/A	OBDII Only
FL0001022	SBC SNET	1	N/A	N/A	OBDII Only
FL0001023	SBC SNET	1	N/A	N/A	OBDII Only
FL0001024	SBC SNET	1	N/A	N/A	OBDII Only
FL0001025	SBC SNET	1	N/A	N/A	OBDII Only
FL0001026	SBC SNET	1	N/A	N/A	OBDII Only
FL0001027	SBC SNET	1	N/A	N/A	OBDII Only
FL0001028	SBC SNET	1	N/A	N/A	OBDII Only
FL0001029	SBC SNET	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 greater than 99% for 2016.

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, which is similar to reported compliance rates in previous year's reports. A slight decrease in registration denials from previous years can be attributed to the new registration renewal forms which clearly informs applicants that registration renewal is predicated on emissions compliance.

(2) Registration denial based 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:

Implementation of CIVLS has delayed issuing fines for late fees for non-compliance in 2016. DMV will make late fee data available once the process is operational.

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.