
APPENDIX A

FOR IMMEDIATE RELEASE:
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**DMV IMPLEMENTS REGISTRATION-BASED ENFORCEMENT OF EMISSIONS
INSPECTION UPSTATE**

Requirement Ensures Vehicle Emissions Inspection and Federal Compliance

Department of Motor Vehicles Commissioner David J. Swarts today announced the implementation of registration-based enforcement of emissions inspection for all upstate motorists. The new requirement ensures that all vehicles statewide have a current emissions inspection on file in order to renew their vehicle registrations.

State-wide compliance with the federally mandated Registration Based Enforcement program, which has been operating downstate for several years, will ensure that all of New York's motorists are following current law and having their vehicle emissions checked annually.

"This enforcement effort will have no effect on the vast majority of motorists who keep their vehicle inspections current," Commissioner Swarts said. "It will force those who have neglected to get safety and emissions inspections to abide by the law, resulting in cleaner air and safer highways for New York State."

The RBE program does not impose any new mandate on motorists. DMV, under an agreement with the Federal Environmental Protection Agency, will be enforcing through the registration renewal process the existing requirement that motor vehicles get annual safety and emissions inspections.

The Federal Clean Air Act Amendments (CAAA) of 1990 required New York State to establish the Enhanced Vehicle Inspection/Maintenance Program to ensure regular testing of vehicle emissions. Under that program, a vehicle undergoes emissions testing in conjunction with the annual safety inspection or when the vehicle changes ownership. Federal law also requires the State to enforce the emissions inspections through its registration process.

Annual emissions inspections have been mandatory in the New York City Metropolitan Area for many years, and Registration Based Enforcement began downstate in November 2001. Since December 2004, emissions inspections have been required in the 53 counties north of the New York City Metropolitan Area. Under an agreement with the EPA, which ensures that New York State will continue to receive millions of dollars in Federal highway funding, DMV will be enforcing the emissions inspection requirement upstate through its registration renewal process.

By collecting the data and implementing the program upstate according to Federal guidelines, the DMV ensured the public and industry were completely familiar with the emissions testing processes and regulations. Indeed, over the last few years, DMV has been able to evaluate the procedures and ensure the public and inspection stations would not be adversely affected by the implementation of the Federal mandate. The next step in compliance is for the DMV to make registration based enforcement upstate an integral part of the program.

There are no new penalties or fines associated with this enforcement effort, although motorists with expired inspections will still be subject to a fine if ticketed by law enforcement.

Beginning this month, registration renewal notices that DMV mails to motorists will include a notice if there is no emissions inspection report on file for that vehicle. Renewal notices are usually mailed six to eight weeks before the current registration expires.

In the event that a motorist's vehicle has already passed an emissions inspection but the record of that inspection does not appear in DMV's database, the motorist will be able to correct the omission by writing the inspection sticker number on the renewal form and enclosing a copy of the inspection receipt. A copy of the inspection facility's Daily Inspection Report, or Detail Report, obtainable from the inspecting facility, will also be accepted as proof of inspection if the motorist no longer has the inspection receipt.

Motorists with questions about the program can call 1-877-486-6438 or visit the DMV website at www.nysdmv.com.

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APPENDIX B

Registered Vehicles in the State of New York
 (Based on 1/1/2006 to 12/31/2006 NYMA and Upstate Data)

New York Metropolitan Area (9 Counties)

Vehicle Model Year	Total Vehicles	% of Total	--- Gasoline Fueled ---			--- Diesel Fueled ---		----- Electric -----		--- Flex Fueled ---		--- CNG Fueled ---		--- Propane Fueled ---	
			Light Duty	Heavy Duty	Light Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty
Pre-81	87,996	1.79%	66,383	13,538	0	5,091	2,900	31	28	23	1	1	0	0	0
1981	6,615	0.14%	4,257	782	0	932	631	13	0	0	0	0	0	0	0
1982	6,446	0.13%	4,325	717	0	772	631	1	0	0	0	0	0	0	0
1983	8,000	0.16%	5,697	769	0	962	571	0	0	0	0	0	1	0	0
1984	12,566	0.26%	9,624	1,127	0	930	884	0	0	0	0	0	0	0	0
1985	18,170	0.37%	14,004	1,688	0	1,179	1,293	0	2	1	0	3	0	0	0
1986	24,584	0.50%	20,169	2,021	0	670	1,723	1	0	0	0	0	0	0	0
1987	34,417	0.70%	29,611	2,142	0	656	2,005	0	0	1	0	0	0	1	1
1988	42,099	0.86%	36,854	2,651	0	397	2,193	0	0	4	0	0	0	0	0
1989	54,749	1.11%	49,767	2,418	0	309	2,247	0	1	6	0	0	0	1	0
1990	70,003	1.42%	64,637	2,217	0	666	2,478	0	0	4	0	1	0	0	0
1991	78,248	1.59%	73,892	1,744	0	426	2,168	5	1	9	1	1	1	0	0
1992	98,817	2.01%	94,262	2,197	0	339	2,001	2	0	15	0	0	0	1	0
1993	129,616	2.64%	123,557	2,557	0	959	2,524	0	1	11	1	4	0	2	0
1994	153,543	3.12%	146,202	3,261	0	609	3,433	9	1	20	1	6	0	1	0
1995	202,869	4.13%	192,857	4,164	0	1,055	4,738	12	1	32	0	6	0	3	1
1996	198,250	4.03%	190,221	3,065	0	1,425	3,510	5	0	17	1	1	1	4	0
1997	242,025	4.92%	232,098	4,097	0	1,210	4,568	10	1	24	1	7	3	5	1
1998	268,688	5.47%	259,724	3,428	0	1,191	4,200	14	1	55	5	52	12	2	4
1999	298,281	6.07%	284,288	4,834	0	2,171	6,638	25	2	44	4	178	5	0	3
2000	339,690	6.91%	324,620	5,579	1	900	8,301	57	0	54	2	168	0	3	5
2001	320,381	6.52%	306,848	5,090	469	1,203	6,658	34	0	63	1	9	4	0	2
2002	350,487	7.13%	336,755	4,651	871	1,486	6,493	103	0	61	2	54	8	3	0
2003	371,733	7.56%	356,724	5,850	960	1,352	6,348	36	0	110	0	168	31	3	0
2004	419,607	8.54%	404,982	4,768	1,410	1,034	7,028	13	2	0	4	243	8	2	0
2005	440,546	8.96%	423,224	4,812	3,802	1,441	7,025	101	0	42	4	92	0	3	0
2006	449,786	9.15%	430,197	5,759	3,906	1,818	7,859	198	0	32	0	4	10	3	0
2007	186,607	3.80%	179,106	943	2,482	535	3,458	30	0	22	0	21	7	0	3
Total	4,914,819	100.00%	4,664,885	96,869	13,901	31,718	104,506	700	41	650	28	1,019	91	37	20
% of Total			94.92%	1.97%	0.28%	0.65%	2.13%	0.01%	0.00%	0.01%	0.00%	0.02%	0.00%	0.00%	0.00%

Registered Vehicles in the State of New York

(Based on 1/1/2006 to 12/31/2006 NYMA and Upstate Data)

Upstate New York (53 Counties)

Vehicle Model Year	Total Vehicles	% of Total	--- Gasoline Fueled ---		Hybrids Light Duty	--- Diesel Fueled ---		----- Electric -----		--- Flex Fueled ---		--- CNG Fueled ---		--- Propane Fueled ---	
			Light Duty	Heavy Duty		Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty
Pre-81	121,213	2.27%	88,398	21,810	0	1,855	9,126	8	5	8	2	0	0	1	0
1981	7,593	0.14%	4,893	1,369	0	322	1,007	2	0	0	0	0	0	0	0
1982	7,948	0.15%	5,239	1,164	0	542	1,003	0	0	0	0	0	0	0	0
1983	10,148	0.19%	6,750	1,495	0	728	1,173	0	0	0	0	0	0	0	2
1984	16,534	0.31%	11,842	2,101	0	793	1,797	1	0	0	0	0	0	0	0
1985	21,193	0.40%	15,683	2,412	0	756	2,341	0	0	0	0	0	0	0	1
1986	27,508	0.52%	21,250	2,698	0	720	2,840	0	0	0	0	0	0	0	0
1987	35,825	0.67%	28,723	3,146	0	621	3,334	0	1	0	0	0	0	0	0
1988	49,113	0.92%	40,291	4,750	0	389	3,680	1	0	1	1	0	0	0	0
1989	59,018	1.10%	50,926	3,813	0	555	3,723	0	0	1	0	0	0	0	0
1990	68,310	1.28%	60,529	3,130	0	651	3,990	1	0	5	1	0	0	2	1
1991	79,338	1.48%	72,700	2,594	0	711	3,325	2	0	3	0	0	0	0	3
1992	105,211	1.97%	98,451	3,172	0	739	2,835	1	0	6	0	0	0	5	2
1993	142,131	2.66%	134,145	3,241	0	1,077	3,656	2	0	6	1	2	0	0	1
1994	183,106	3.43%	173,863	4,082	0	1,112	4,020	6	0	13	2	1	1	2	4
1995	240,880	4.51%	228,336	5,382	0	1,457	5,675	2	2	19	1		1	3	2
1996	228,537	4.28%	217,906	4,224	0	1,507	4,875	2	0	14	0	3	0	5	1
1997	284,182	5.32%	270,784	5,484	0	1,764	6,071	4	1	43	0	20	0	2	9
1998	312,504	5.85%	302,000	3,758	0	1,673	4,877	17	1	68	18	65	17	0	10
1999	345,982	6.47%	329,131	5,733	0	2,421	8,395	47	0	78	1	157	8	2	9
2000	393,464	7.36%	375,763	6,708	0	2,127	8,502	114	0	90	3	137	7	4	9
2001	360,676	6.75%	343,776	5,912	314	2,689	7,679	48	1	119	2	121	10	3	2
2002	400,829	7.50%	383,716	4,871	738	3,412	7,709	38	0	163	2	113	19	8	40
2003	411,900	7.71%	393,779	5,636	1,164	3,807	7,245	27	0	81	3	71	6	6	70
2004	424,010	7.93%	405,798	5,360	1,505	3,649	7,450	10	1	79	2	74	18	6	58
2005	453,140	8.48%	432,145	5,194	3,569	4,045	8,063	9	0	76	1	24	0	8	6
2006	400,699	7.50%	379,100	5,014	2,636	4,658	9,027	42	1	177	0	18	1	1	24
2007	154,216	2.89%	144,491	977	1,797	2,359	4,405	0	0	183	0	3	0	0	1
Total	5,345,208	100.00%	5,020,408	125,230	11,723	47,139	137,823	384	13	1,233	40	809	88	58	255
% of Total			93.92%	2.34%	0.22%	0.88%	2.58%	0.01%	0.00%	0.02%	0.00%	0.02%	0.00%	0.00%	0.01%

APPENDIX C

Sticker Compliance Survey

NYMA Area

NYMA County	Vehicles Surveyed Per Qtr	No Sticker		Improper Sticker		Sticker Expired 60 days or Less		Sticker Expired Over 60 days		Total compliance		Percent compliance	
		2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007
Nassau	235	0	1	0	0	14	9	2	3	16	13	1.70	1.38
Suffolk	286	4	3	0	0	33	31	18	29	55	63	4.81	5.51
Bronx	59	1	0	0	0	4	5	2	2	7	7	2.97	2.97
New York	100	4	1	0	1	4	5	3	2	11	9	2.75	2.25
Richmond	62	1	0	0	0	1	6	0	1	2	7	0.81	2.82
Westchester	158	5	4	1	0	7	9	6	9	19	22	3.01	3.48
Rockland	51	7	8	0	0	4	5	10	4	21	17	10.29	8.33
Kings	100	1	0	0	0	10	5	2	5	13	10	3.25	2.50
Queens	178	0	0	0	0	12	4	3	4	15	8	2.11	1.12
NYMA TOTAL	1229	23	17	1	1	89	79	46	59	159	156	3.23	3.17

Upstate Area

53 Counties	Vehicles Surveyed Per Qtr	No Sticker		Improper Sticker		Sticker Expired 60 days or Less		Sticker Expired Over 60 days		Total compliance		Percent compliance	
		2006	2007	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007
TOTAL	1307	29	8	3	0	91	121	68	43	191	172	3.65	3.29

APPENDIX D

Appendix D - NYTEST Equipment Audit Criteria

Criteria for Equipment Audit Failures

Gas Audit - The audit gases are flowed through the sample system. If the failure criteria is met on the first run, a second run is made through the sample system. If the failure criteria is met on the second run, a run is made through the calibration port with the on-board gases. If the failure criteria is still met the system fails.

Failure Criteria - If any of the concentration readings for the high and low gases exceed 10% of the bottle value or the zero gas values exceed 10 ppm for any gas, the result is a failure.

Vmas Flow Check - The Vmas flow displayed on the equipment is compared to the flow measure by the use of a smooth approach orifice (SAO). The flow is also recorded.

Failure Criteria - If the flow displayed varies by more than 10% of the flow measured using the SAO or if the flow displayed is less than 200 scfm, the system fails.

Gas Cap Tester - The gas cap tester is supplied with a pass master, fail master, and nine adapters for testing. The auditor checks for the presence of all equipment and then performs a gas cap tester calibration.

Failure Criteria - All equipment must be present (tester, pass and fail master caps, nine adapters) and the tester must pass calibration.

On-board Calibration Gas - The calibration gas is required to be BAR97 certified. New York has approved the use of Systech's zero air generator which can be substituted for zero gas. There must be zero, high, and low gas present.

Failure Criteria - All gases must be present (unless zero air is replaced by an approved zero air generator). All gases must be BAR97 approved and the gases must not have expired.

System Flow Check - A flow meter is attached to the end of the sample probe and the flow is measured.

Failure Criterion - The system flow measured must be more than 5 liters/minute.

System Leak Check - A system leak check is performed.

Failure Criterion - The system must pass the leak check.

APPENDIX E

1 Diagnostic Procedure for Vehicles Failing a Transient Emissions Test

Helpful Hints:

In the event of a multiple failure, there may be a common problem:

- **High HC and CO:** Possible misfire or vehicle not at proper operating temperature. Correct HC failure first.
- **High HC and NOx:** Possible lean condition
- **High HC, CO, and NOx:** If condition **only** appears in the first phase of the drive trace, a possible cause could be that the converter was not at proper operating temperature.

Step 1: Visual Inspection

- Check for technical service bulletins related to the emission failure.
- Vapor recovery system
- Air filter
- Vacuum leaks, vacuum lines (disconnected, cracked or missing). The use of a vacuum leak detector is recommended.
- Obvious misfire or rough running engine
- Air management system operation
- Converter (damaged, empty or overheated). Correct cause of overheating before replacing converter.

Step 2: Check Oil Level and Quality

Step 3: Check Cooling System Level, Operation and Condition

Step 4: Check MIL Light

- Does MIL or service engine light illuminate with the key on and engine off?
- Is MIL or service engine light on during emissions test? If yes, diagnose code(s) related to failure.

Step 5: O₂ Sensor Verification

- Is vehicle in fuel-control-at-idle and at time of excessive exhaust emissions? Use lab scope to check O₂ sensor time and voltage.
- When diagnosing a **NOx only failure, do not replace an oxygen sensor that can read full rich and full lean (its complete voltage range) or has a lean bias during idle and cruise speeds.** Repairing this condition (i.e. operating at approx. 350ms) can increase NOx readings. **Correct cause of high NOx first.**

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2 Diagnostic Procedure for Vehicles Failing a Transient Emissions Test

Step 6: If O₂ Sensor Was Replaced, Verify Operation of New O₂ Sensor.

Step 7: Check Catalytic Converter

- Perform catalytic converter efficiency test.
- If converter tests good, proceed to exhaust gas specific chart.
If converter tests bad, check for any catalyst damaging condition before replacing catalytic converter.

NOx FAILURE PROCEDURE

NOx Only Failure: Replacing an oxygen sensor that is allowing the engine to operate rich will not reduce NOx readings.

Check Causes of High Combustion Temperature

- Check operation/function of the EGR system (including passages).
- Check operation/function of ignition timing and advance. Correct the condition before continuing.
- Verify correct operation of emission control systems. Note: Emission systems may have interrelated problems.
- Is the vehicle in fuel control? Correct lean condition only. Correcting a rich condition may increase NOx readings.
- Check for carbon deposits. Perform complete decarbonization as needed.

When a decarbonization process is performed, driving the vehicle at cruise speeds will help remove carbon deposits that have been loosened during that process.

Check Cooling System

- Coolant level
- Operation of cooling fan
- Operating temperature (limits 185F to 225F)

This Diagnostic/Repair Sequence is generic in nature and may assist technicians in the diagnosis and repair of certain vehicles exhibiting particular excess emissions problems. No warranty of any kind as to the accuracy and effectiveness of this Sequence is made or implied, as its effectiveness will relate in part to the skill level of the using technician, the type of vehicle, and the nature of the problem(s) causing excess emissions.

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3 Diagnostic Procedure for Vehicles Failing a Transient Emissions Test

HC FAILURE PROCEDURE

Where in the drive trace does HC appear high?

Near Idle **Cruise** **Acceleration** **Deceleration**

Perform engine diagnostics on a dynamometer at the same time that the drive trace information shows excessive HC.

- Does engine run rough or miss? Correct condition before continuing.
- Perform engine diagnostics and check for vacuum leaks and proper timing. Over advanced timing can increase HC.
- Run car on dynamometer to detect misfire under load. Perform misfire diagnostics, if possible, at same speed and load that excessive gases show on drive trace.
- Monitor O₂ sensor waveform (using lab scope) during drive cycle to help detect misfire.
- Verify correct operation of related emission control systems. Note: Emission systems may have interrelated problems.
- Does engine run smooth? If not, repeat engine diagnostics including accurate testing for vacuum leaks.

The use of a vacuum leak detector (one that injects smoke into the engine) may be the most effective method to locate vacuum leaks.

4 Diagnostic Procedure for Vehicles Failing a Transient Emissions Test

CO FAILURE PROCEDURE

Where in the drive trace does CO appear high?

- Near Idle** **Cruise** **Acceleration** **Deceleration**

Perform engine diagnostics on a dynamometer at the same time that the drive trace information shows excessive CO. Some components may operate properly at idle and malfunction at cruise speed or under load.

Check Causes of Rich Mixture

- Air filter
- Cooling system: Can engine reach proper operating temperature?
- Check operation/function of the vapor recovery system, which could add unmetered fuel to the engine. Correct the condition before continuing.
- Check operation/function of the fuel delivery system (fuel pressure, float level, etc.).
- Verify correct operation of emission control systems (i.e. proper vacuum to control components such as MAP sensor).
- Is the vehicle in fuel control? Can the oxygen sensor read full rich at idle and at the time of excessive CO emissions? If yes, can O2 sensor be driven lean? **If yes, correct cause of rich mixture.**

If HC is also excessive, check for misfire.

This procedure was developed mainly for vehicles with feedback systems and is designed to assist the technician in locating the cause of excessive exhaust gases in a cost-effective manner. The procedure focuses on the systems and/or components that are related to the failed gas. The success in repairing failed vehicles will depend greatly on the technician's knowledge, access to diagnostic information, vehicle manufacturers' specifications and technical service bulletins, as does any other diagnostic procedure. This procedure does not replace the need for technician training or performing accurate diagnostics but instead helps the technician to determine when to apply that knowledge and eliminates steps not related to the failed gas.

This Diagnostic/Repair Sequence is generic in nature and may assist technicians in the diagnosis and repair of certain vehicles exhibiting particular excess emissions problems. No warranty of any kind as to the accuracy and effectiveness of this Sequence is made or implied, as its effectiveness will relate in part to the skill level of the using technician, the type of vehicle, and the nature of the problem(s) causing excess emissions.

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