

June 2014

New York State Enhanced Motor Vehicle Inspection/Maintenance (I/M) Program

2013 Annual Report

Division of Air Resources
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EXECUTIVE SUMMARY

The New York State Department of Environmental Conservation (DEC) and Department of Motor Vehicles (DMV) jointly administer New York State's motor vehicle Inspection and Maintenance (I/M) programs. This report reflects the Departments' coordinated efforts to fulfill federal I/M reporting requirements under 40 CFR Section 51.366.

New York State (62 counties) is covered by two I/M areas. The 9-county New York Metropolitan Area (NYMA) includes New York City (Bronx, Kings, New York, Richmond, and Queens Counties), Long Island (Nassau and Suffolk Counties), and Rockland and Westchester Counties. The remaining 53 counties comprise the "Upstate" I/M area.

During Calendar Year 2013, New York State emissions inspections were completed through the former NYVIP and current NYVIP2 (New York Vehicle Inspection Program) contracts. Both programs utilized a statewide network of approximately 10,000 decentralized licensed inspection stations. Mandatory onboard diagnostic (OBDII) inspections have been completed since 2005, and are required for most model year 1996 and newer non-diesel light duty vehicles (LDVs) and light duty trucks (LDTs). Since July 2012, most 1997 and newer diesel-powered LDVs and LDTs have also been subject to OBDII inspections.¹ In addition to OBDII requirements, low enhanced emissions inspections (visual inspection of emission control devices and gas cap) are required statewide for applicable vehicles.

Following a Request for Proposal (RFP) procurement (2012), Opus Inspection (Opus) was awarded the NYVIP2 program manager contract in February 2013. Official inspections using new NYVIP2 equipment and its computerized network commenced in October 2013. A full transition to the current NYVIP2 was completed on January 15, 2014. Due to the planned phase-out of NYVIP, there were two I/M programs in operation during the last quarter of CY 2013. As a result, the Departments were required to modify previously established reporting procedures for this Annual Report.

During Calendar Year 2013, more than 5.04 million motor vehicles were registered within NYMA². 3,692,898 NYMA vehicles³ received either a NYVIP or NYVIP2 emissions inspection. The majority of the emissions-tested vehicles (3,414,527 or 92.46%) received OBDII inspections.

During Calendar Year 2013, more than 5.24 million motor vehicles were registered in the Upstate I/M area. 4,011,065 Upstate vehicles³ received either a NYVIP or NYVIP2 emissions inspection. The majority of the emissions-tested vehicles (3,703,036 or 92.32%) received OBDII inspections.

Pursuant to a Consent Order filed on September 6, 1977, all yellow medallion taxi cabs under the jurisdiction of the New York City Taxi and Limousine Commission (T&LC) are required to receive three emissions inspections per year. Beginning in December 2003, the T&LC commenced mandatory OBDII inspections at their centralized test-only Woodside (Queens) facility for their applicable taxi fleet. Beginning in 2010, additional "For-Hire" vehicles became subject to mandatory OBDII inspections at the Woodside facility. During Calendar Year 2013, T&LC completed 96,649 OBDII inspections (initial and re-inspections) for 42,448 distinct vehicles (30,192 LDVs, 12,256 LDTs).

¹ See Appendix C for specific reporting related to light-duty diesel OBD inspections.

² The DMV registration database was screened to remove registration types (i.e., trailers, motorcycles, ATVs, boats, locomotives, etc.) not applicable to emissions inspection requirements. Additional discussion can be found within Sections 1.A and 1.B, and Appendices A and E.

³ Based on unique VINs from the NYVIP and NYVIP2 inspection databases. For more detail, see Appendix A2 and Table II.B.3.

I. INTRODUCTION

New York's I/M programs have been modified over time to reflect state and federal regulatory changes, most notably to implement new emissions test types. New York's enhanced I/M programs have been outlined within the following State Implementation Plan (SIP) revisions:

- “Enhanced Motor Vehicle Inspection/Maintenance Program (March 1996)”
- “New York Vehicle Inspection Program – NYVIP (March 2006)” and
- “New York Metropolitan Area Enhanced I/M Program (June 2009)”

These SIP revisions have been approved by EPA. Final approval of the June 2009 revision was noticed in the Federal Register on February 28, 2012.

The three components of New York's current I/M design are:

- A High-Enhanced I/M program, as defined by Section 51.351(f), in the New York Metropolitan Area (NYMA),
- An Ozone Transport Region (OTR) Low-Enhanced I/M program, as defined by Section 51.351(h), in the Upstate I/M Region (“Upstate”), and
- A New York City Taxi and Limousine Commission (T&LC) inspection program.

The federal annual reporting requirements for required I/M programs are found in 40 CFR Part 51 (Section 51.366). Unless otherwise noted, the applicable reporting period for the Calendar Year 2013 Annual Report is January 1, 2013 to December 31, 2013.

A. High-Enhanced I/M Program - NYMA

Following the adoption of the federal Clean Air Act Amendments of 1990, the 9-county NYMA and seven towns located in southern Orange County were designated as a severe non-attainment area for the one-hour ozone National Ambient Air Quality Standard (NAAQS). New York City, Nassau County, and Westchester County were initially designated as a carbon monoxide (CO) non-attainment area, but re-designated as a CO maintenance area in 2002.

On March 12, 2008, EPA significantly strengthened the NAAQS for ground-level ozone with changes intended to improve both public health protection and the protection of sensitive trees and plants. The 8-hour “primary” ozone standard was revised to a level of 0.075 parts per million (ppm) to protect public health. In April 2012, EPA designated the 9-county NYMA and Jamestown, NY (Chautauqua County) as marginal non-attainment areas for the primary eight-hr ozone NAAQS (<http://www.epa.gov/ozonedesignations/2008standards/final/region2f.htm>).

During Calendar Year 2013, all NYVIP and NYVIP2 emissions inspections included the following components:

- 1) Comprehensive anti-tampering visual inspection of emissions control devices (“ECD checks”);
- 2) Gas cap presence check; and
- 3) An emissions test as determined by registration class, weight, fuel type, and model year:

OBDII inspection: for model years 1996-2011 non-diesel LDVs and LDTs; and for model years 1997-2011 diesel-powered LDVs and LDTs

Low Enhanced, for model years 1989 -1995 non-diesel LDVs and LDTs; and for model years 1989-2011 non-diesel vehicles 8,501-18,000 lbs.

As noted in Table I.A below, NYVIP and NYVIP2 required the same emissions test types statewide.

Table I.A: Calendar Year 2013, Statewide NYVIP/NYVIP2 Test Types

Model Year	Non-diesel (gasoline) <8,501 lbs GVWR	Non-diesel (gasoline) 8,501-18,000 lbs GVWR	Diesel <8,501 lbs GVWR
2013	Safety-Only	Safety-Only	Safety-Only
2012	Safety-Only	Safety-Only	Safety-Only
2011	OBDII	Low Enhanced	OBDII
2010	OBDII	Low Enhanced	OBDII
2009	OBDII	Low Enhanced	OBDII
2008	OBDII	Low Enhanced	OBDII
2007	OBDII	Low Enhanced	OBDII
2006	OBDII	Low Enhanced	OBDII
2005	OBDII	Low Enhanced	OBDII
2004	OBDII	Low Enhanced	OBDII
2003	OBDII	Low Enhanced	OBDII
2002	OBDII	Low Enhanced	OBDII
2001	OBDII	Low Enhanced	OBDII
2000	OBDII	Low Enhanced	OBDII
1999	OBDII	Low Enhanced	OBDII
1998	OBDII	Low Enhanced	OBDII
1997	OBDII	Low Enhanced	OBDII
1996	OBDII	Low Enhanced	Safety-Only
1995	Low Enhanced	Low Enhanced	Safety-Only
1994	Low Enhanced	Low Enhanced	Safety-Only
1993	Low Enhanced	Low Enhanced	Safety-Only
1992	Low Enhanced	Low Enhanced	Safety-Only
1991	Low Enhanced	Low Enhanced	Safety-Only
1990	Low Enhanced	Low Enhanced	Safety-Only
1989	Low Enhanced	Low Enhanced	Safety-Only
1988	Safety-Only	Safety-Only	Safety-Only
1987+	Safety-Only	Safety-Only	Safety-Only

Based on a March 8, 2014 query, there were a total of 5,454,603 registrations within the 9 county NYMA. Certain registration types (i.e., boats, motorcycles, ATVs, trailers, locomotives, etc.), however, are not applicable to emissions inspections. These registration types were removed from further consideration (5,041,778 NYMA motor vehicle registrations were retained).

During Calendar Year 2013, 3,402,411 distinct vehicles received an emissions inspection in NYMA. Of these, 3,145,115 distinct vehicles (1,756,030 LDVs, 1,389,085 LDTs) received at least one OBDII inspection. An additional 257,296 distinct vehicles (121,997 LDVs, 43,896 LDTs, and 91,403 HDVs) received at least one low enhanced inspection. These vehicle counts are based on “distinct” or “unique” vehicle identification numbers (VINs). A total of 3,782 public inspection stations operated in NYMA during CY 2013. See Tables II.B.1 and II.B.2 below for additional statistical summaries. These statistics are from the NYVIP program only and do not include any statistics from the NYVIP2 program. Statewide NYVIP2 statistics for Calendar Year 2013 are contained in Table II.B.3.

New York State also requires annual I/M inspections for heavy-duty diesel-fueled vehicles (HDDVs) registered within the 9-county NYMA. While this annual report does not include statistics for the HDDV I/M program, a program fact sheet can be found at: <http://www.dec.ny.gov/regs/4254.html>.

B. Low-Enhanced OTR I/M Program – Upstate I/M Area

Pursuant to the CAA I/M requirements for the ozone transport region (OTR, 42 USC §7511c), New York implemented a low-enhanced I/M program in the 53 “Upstate” counties in January 1998. This program was outlined in the “Enhanced Motor Vehicle Inspection/Maintenance Program (March 1996)” SIP revision.

Upstate OBDII testing through NYVIP commenced in September 2004, and was fully implemented by December 2004. When NYVIP expanded into NYMA in May 2005, NYVIP became a mandatory statewide I/M program. The components of an Upstate NYVIP/NYVIP2 emissions inspection during Calendar Year 2013 were:

- 1) Comprehensive anti-tampering visual inspections of emissions control devices (“ECD checks”);
- 2) Gas cap presence check; and
- 3) An emissions test as determined by vehicle registration class, weight, fuel type, and age:

OBDII inspection: for model year 1996-2011, non-diesel, LDVs and LDTs; and for model year 1997-2011, diesel-powered, LDVs and LDTs

Low Enhanced, for model year 1989 to 1995 LDVs and LDTs; and model year 1989-2011 non-diesel/non-electric HDVs.

As noted in Table I.A above, NYVIP and NYVIP2 required the same emissions test types statewide.

Based on a March 8, 2014 query, there were a total of 6,584,071 registrations within the 53-county Upstate I/M area. Certain registration types (i.e., boats, motorcycles, ATVs, trailers, locomotives, etc.) are not applicable to emissions inspections. These registration types were removed from further consideration (5,235,985 Upstate motor vehicle registrations were retained).

During Calendar Year 2013, 3,717,612 distinct vehicles received an emissions inspection in the Upstate I/M area. Of these, 3,430,289 vehicles (1,798,086 LDVs, 1,632,203 LDTs) received at least one OBDII inspection. An additional 287,323 vehicles (88,177 LDVs, 68,194 LDTs, and 130,952 HDVs) received at least one low enhanced emissions inspection. Vehicle counts are based on “distinct” or “unique” vehicle identification numbers (VINs). A total of 6,410 inspection stations operated in the Upstate I/M area during CY 2013. See Tables II.B.1 and II.B.2 below for additional statistical summaries. As with NYMA above, only NYVIP statistics are included here.

C. New York City T&LC OBDII Inspection Program

The New York City Taxi and Limousine Commission, under terms of a September 6, 1977 Consent Order between the City and other parties, requires emissions testing of the yellow medallion taxicab fleet on a three-times-per-year basis. In December 2003, the T&LC commenced safety/OBDII inspections using two lanes of an upgraded T&LC inspection facility. The facility was later expanded to six lanes in August 2004.

In 2010, the New York City Code was revised to require additional vehicles regulated by T&LC to receive OBDII inspections at the centralized test-only facility. These vehicles were previously required to receive three inspections per year at NYTEST or NYVIP stations. During a given 2-year period, these livery vehicles are now required to receive one of their six required inspections at the T&LC Woodside (Queens) facility. As a consequence, more OBDII inspections are completed at the T&LC.

The Departments have certified the T&LC OBDII inspection procedure. The T&LC OBDII inspection includes:

- 1) Comprehensive safety check on various components of the vehicle including headlights, suspension, side slip, and brake system;
- 2) Comprehensive anti-tampering visual inspection of emissions control devices (“ECD checks”);
- 3) Gas cap presence check; and
- 4) OBDII inspection

During Calendar Year 2013, 42,448 TLC regulated vehicles (30,192 LDVs, 12,256 LDTs) received 67,758 initial OBDII inspections. Detailed statistics related to the T&LC inspection can be found in Appendix B (Table B-3-a-i to Table B-3-b-ii) and Appendix C (Table C-3-a-i to Table C-3-b-ii). During the course of any calendar year, new T&LC regulated vehicles are placed in service and existing vehicles retired from service. Therefore, not every vehicle (based on distinct VIN) will receive three initial OBDII inspections.

Unlike NYVIP, the T&LC does not authorize emissions waivers (i.e., repair expenditure-based waiver) or a “new vehicle” exemption from the OBDII inspection requirements.

II. DATA ANALYSIS AND REPORTING

The collection of accurate and timely data is essential to the management, evaluation, and enforcement of an efficient I/M program. The NYMA high-enhanced I/M program has been collecting electronic emissions testing data since the onset of the NYTEST program in January 1998. The Upstate OTR low-enhanced I/M program has been collecting computerized vehicle and emissions test data since September 2004. The T&LC has provided DEC with all OBDII inspection data on a monthly basis since December 2003.

A. Computerized Network

The computerized network provides a means of communication between inspection stations, DMV, and the I/M program manager. SGS TESTCOM was the former NYVIP program manager, while Opus is the current NYVIP2 program manager. A computerized network is used for both the NYMA and Upstate I/M areas. Real-time emissions inspection data is transmitted to Opus from the network's decentralized test-and-repair inspection stations. Opus then provides the data to DMV's mainframe computer.

During Calendar Year 2013, a total of 3,782 inspection stations were located within NYMA, and 6,410 stations were located within the Upstate I/M area. Currently, there are 8,764 public emission inspection stations (light duty) licensed in New York State.

DMV and DEC independently monitor emissions inspection data for program evaluation and enforcement purposes. The computerized network has resulted in more effective enforcement which is further discussed within the Quality Assurance Report and Quality Control Report sections.

Under the terms of the former NYVIP contract, SGS TESTCOM prepared monthly reports that included statistics related to transaction volume, system availability, average system response time, and the number and type of help desk calls. Monthly project management meetings were held with DMV, DEC, and SGS TESTCOM. During these meetings, network performance and efficiency-related issues were discussed. A summary of the NYVIP data management statistics during CY 2013 is contained in Table II.A. Similar reporting requirements are being developed with Opus under the NYVIP2 contract.

Table II.A: NYVIP Data Management System Statistics (January-November 2013)

Category	System Statistics				
	January to March	April to June	July to September	October to December	Total
NYVIP Program (NYMA and UPSTATE)					
Transaction Volumes	5,030,813	6,095,718	6,036,956	2,953,665	20,117,152
Emissions Updates	2,515,117	3,080,166	3,050,166	1,480,753	10,126,250
Total Help Desk Calls	9,298	9,266	12,419	6,313	37,296
System Availability	100.00%	100.00%	100.00%	100.00%	100.00%
Average Response Time for Inquiry (seconds)*	0.96	1.36	1.14	0.73	1.02

* After modem link is established.

Opus International is the program manager for the NYC T&LC OBDII inspection program. Opus is required to transmit inspection data to DEC and DMV and to complete any revisions/updates to the T&LC inspection software. During Calendar Year 2013, Opus provided the T&LC OBDII inspections to DEC on a monthly basis. SGS TESTCOM also provided a separate set of data (1 passing record for each subject vehicle) to DMV for registration-based enforcement.

B. Test Data Report

An overview of the NYS fleet, by vehicle fuel type and I/M area, is provided below in Table II.B.1. The vehicle registration information was initially derived from a DMV registration database query completed on March 8, 2014. Registration and emissions test summaries are based on distinct VINs. Table II.B.1 does include T&LC data within the “NYMA” column.

As noted, 97.04% of the NYMA and 95.78% of the Upstate vehicles were gasoline-powered. Similarly, diesel-fueled vehicles represented 2.89% of the NYMA and 4.14% of the Upstate vehicle fleet, respectively. Only 0.071% of the NYMA and 0.086% of the Upstate vehicles, respectively, were powered with “Other” fuels. The “Other” fuels category includes compressed natural gas (CNG), propane, and electricity. Hybrid vehicle counts are included within the gasoline-fueled vehicle counts, but they are also listed in a separate row.

Table II.B.1: General Statistics on New York State I/M Areas (March 2014 registrations)

Category	NYMA		UPSTATE	
	Count	% of Total	Count	% of Total
Number of Counties	9		53	
Number of Inspection Stations ⁴	3,782		6,410	
Number of Certified Inspectors	13,468		22,120	
Number of Registered Vehicles	5,041,778		5,235,985	
Gasoline Fueled	4,892,321	97.04	5,014,851	95.78
- LDVs & LDTs -	4,816,425	95.53	4,881,882	93.24
a. Pre-1989 Model Years	107,252	2.13	138,246	2.64
b. 1989-1995 Model Years	177,897	3.53	172,467	3.29
c. 1996-2011 Model Years	3,433,570	68.10	3,721,820	71.08
d. 2012+ Model Years	1,097,706	21.77	849,349	16.22
<i>(Hybrids, included above)</i>	42,303	0.84	27,593	0.53
- HDVs -	75,896	1.51	132,969	2.54
a. Pre-1989 Model Years	13,134	0.26	19,012	0.36
b. 1989-2011 Model Years	52,761	1.05	95,512	1.82
c. 2012+ Model Years	10,001	0.20	18,445	0.35
Diesel Fueled (all MYs)	145,857	2.89	216,636	4.14
- LDVs & LDTs -	40,213	0.80	57,145	1.09
- HDVs -	105,644	2.10	159,491	3.05
Other Fuels (all MYs)	3,600	0.071	4,498	0.086
- LDVs & LDTs -	2,886	0.057	3,828	0.073
- HDVs -	714	0.014	670	0.013

⁴ Based on NYVIP inspections only.

Table II.B.2 provides additional statistics by I/M area based on all NYVIP inspections completed during Calendar Year 2013. A modified procedure (Appendix G) was developed to report “Unknown Final Outcome” due to the joint operation of NYVIP and NYVIP2 during the last quarter of 2013.

Table II.B.2: Additional NYVIP Statistics by I/M Area (Calendar Year 2013)

Category	NYMA ⁵		UPSTATE ⁵		TLC Taxis	
	Count	% of Total	Count	% of Total	Count	% of Total
Number of Registered Motor Vehicles	5,041,778		5,235,985		42,448	
Safety/Emission Tested Vehicles	3,402,411	67.48%	3,717,612	71.00%	42,448	100.00%
– <u>Had OBDII Inspections</u> –	3,145,115	92.44%	3,430,289	92.27%	42,448	100.00%
a. Failed OBDII Initial Test	189,971	6.04%	211,444	6.16%	6,387	15.05%
b. Waivers (% based on initial failures) ⁶	1,753	0.92%	2,143	1.01%	N/A	N/A
c. Unknown Final Disposition	24,994	0.73%	18,254	0.49%	219	0.52%
– <u>Had Low Enhanced Inspection</u> –	257,296	7.56%	287,323	7.73%	N/A	N/A
a. Failed Initial Low Enhanced Test	219	0.09%	350	0.12%	N/A	N/A
b. Unknown Final Outcome	21	0.001%	64	0.002%	N/A	N/A

Additional NYVIP Calendar Year 2013 summaries for New York State registration and emissions inspection data are provided in Appendices A, B, C, and D.

Table II.B.3 below contains a general summary of all NYVIP₂ inspections completed during Calendar Year 2013.

⁵ Inspection data in Table II.B.2 is based on NYVIP inspections (no NYVIP2) during Calendar Year 2013. Vehicle counts are based on unique VINs (not the total number of inspections).

⁶ These reported waiver rates are based on unique VINs. When considering all inspections, the area-wide waiver rates for NYMA and Upstate are 0.90% and 0.99%, respectively. See also Appendices B (Tables B-1-a-i, B-1-b-i, B-2-a-i, and B-2-b-i) and C (Tables C-1-a-I, C-1-b-I, C-2-a-I, and C-2-b-i))

Table II.B.3: NYVIP2 Statewide Summary (Calendar Year 2013)

NYVIP2 Summary	Statewide
<u>Total Inspections (Initial and Re-inspection)</u>	918,423
a. Light-duty Vehicles	456,078
b. Light-duty Trucks	429,692
c. Heavy-duty Vehicles	32,653
<u>Number of Initial Inspections</u>	875,108
a. Light-duty Vehicles	433,683
b. Light-duty Trucks	409,130
c. Heavy-duty Vehicles	32,295
<u>Number of Re-inspections</u>	43,312
a. Light-duty Vehicles	22,393
b. Light-duty Trucks	20,561
c. Heavy-duty Vehicles	358
<u>Total Inspections (Initial and Re-inspection) by Test Type</u>	918,423
a. Safety-Only	253,665
b. OBD	616,051
c. Low Enhanced	48,707
<u>Safety Component (All Test Types, Initial Inspections)</u>	875,020
a. Initial Safety Failure Rate	1.92%
b. Light-duty Vehicles – Safety Failure Rate	2.08%
c. Light-duty Trucks – Safety Failure Rate	1.82%
d. Heavy-duty Vehicles – Safety Failure Rate	1.16%

Table II.B.3: NYVIP2 Statewide Summary (Calendar Year 2013)

NYVIP2 Summary	Statewide
<u>Gas Cap Component (Low Enhanced and OBD, Initial Inspections)</u>	613,212
a. Initial Gas Cap Failure Rate	0.01%
b. Light-duty Vehicles – Gas Cap Failure Rate	0.01%
c. Light-duty Trucks – Gas Cap Failure Rate	0.01%
d. Heavy-duty Vehicles – Gas Cap Failure Rate	0.02%
<u>ECD Check Component (Low Enhanced and OBD, Initial Inspections)</u>	620,442
a. Initial ECD Check Failure Rate	0.07%
b. Light-duty Vehicles – ECD Check Failure Rate	0.08%
c. Light-duty Trucks – ECD Check Failure Rate	0.07%
d. Heavy-duty Vehicles – ECD Check Failure Rate	0.06%
<u>Low Enhanced (Initial Inspections)</u>	47,849
a. Initial Low Enhanced Failure Rate	0.12%
b. Light-duty Vehicles – Low Enhanced Failure Rate	0.20%
c. Light-duty Trucks – Low Enhanced Failure Rate	0.10%
d. Heavy-duty Vehicles – Low Enhanced Failure Rate	0.08%
<u>OBD (Initial Inspections, All Fuel Types)</u>	574,158
a. Initial OBD Failure Rate	6.52%
b. Light-duty Vehicles – OBD Failure Rate	6.39%
c. Light-duty Trucks – OBD Failure Rate	6.67%

Table II.B.3: NYVIP2 Statewide Summary (Calendar Year 2013)

NYVIP2 Summary	Statewide
<u>OBD (Initial Inspections, Light-duty Diesel Vehicles Only)</u>	1,565
a. Initial OBD LDDV Failure Rate	8.31%
b. LDDV (Vehicles) – OBD Failure Rate	6.87%
c. LDDV (Trucks) – OBD Failure Rate	11.63%
<u>OBD (Re-inspections, All Fuel Types)</u>	41,887
a. OBD Re-inspection Failure Rate	17.64%
b. Light-duty Vehicles – OBD Re-inspection Failure Rate	17.57%
c. Light-duty Trucks – OBD Re-inspection Failure Rate	17.53%
<u>Number of OBD Waivers (All Vehicle Types)</u>	95
a. Light-duty Vehicles	41
b. Light-duty Trucks	54
<u>Number of OBD 10-day Extensions (All Vehicle Types)</u>	12,474
a. Light-duty Vehicles	6,124
b. Light-duty Trucks	6,350

1. Statewide, Onboard Diagnostic Inspections (NYVIP and T&LC)

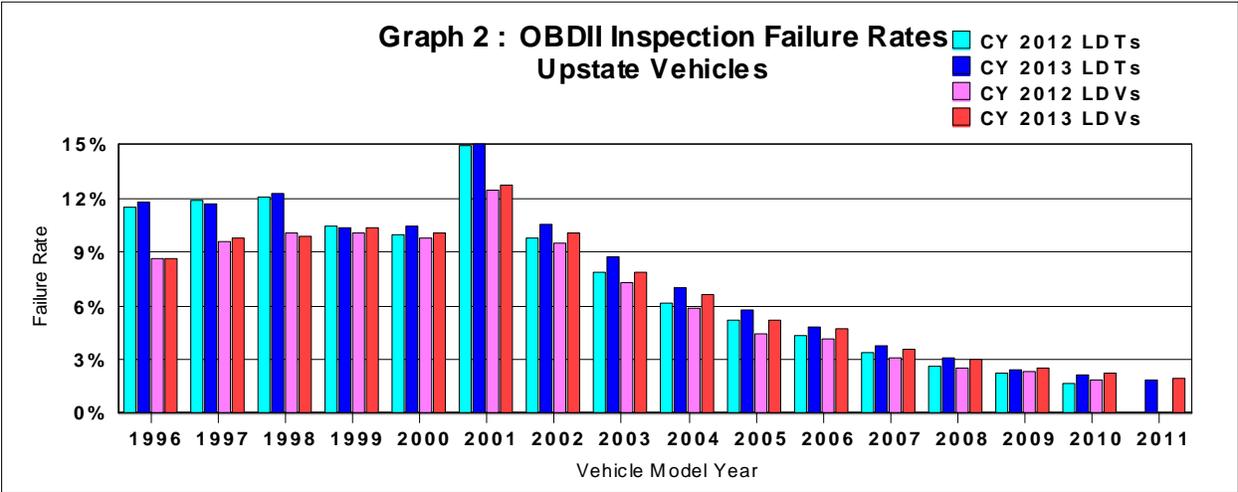
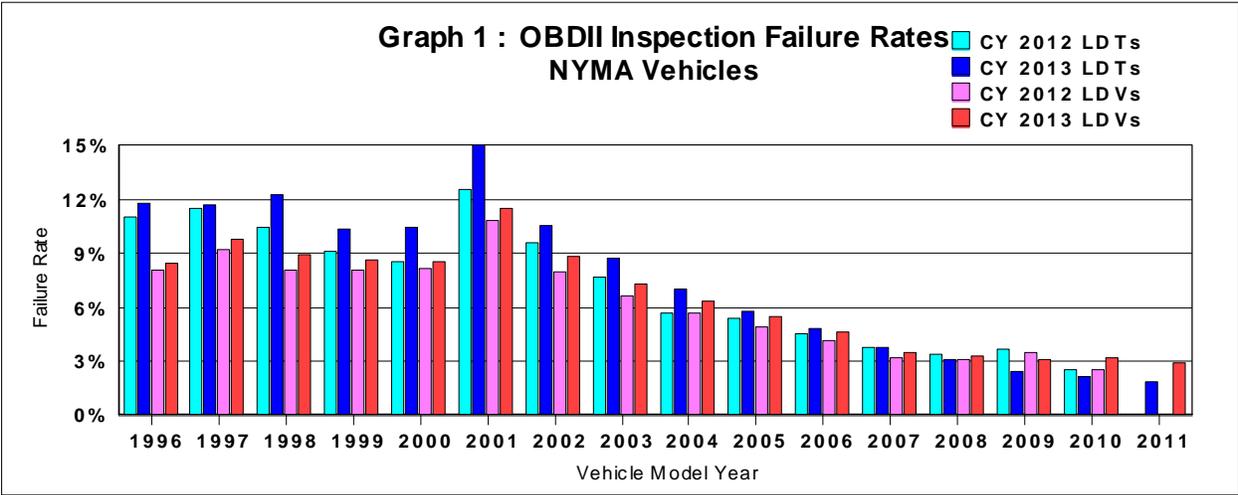
Detailed statistics for NYVIP (NYMA, Upstate) and NYC T&LC OBDII inspections are provided in Appendices A (Table A-2 for emission tested vehicle counts), B (Tables B-1-a-i to B-3-b-ii) and C (Tables C-1-a-i to C-3-b-ii for initial inspection counts and failure rates).

For NYMA, 1,756,030 LDVs and 1,389,085 LDTs (representing 92.44% of the total emissions tested fleet) received 3,287,008 initial NYVIP OBDII inspections. The corresponding initial OBDII failure rates for NYMA non-diesel LDVs and LDTs are 5.77% and 6.13% (5.93% combined) with waiver rates of 0.89% and 0.91% (0.90% combined), respectively. The corresponding values for NYMA diesel-powered LDVs and LDTs are 8.42% and 20.42% (13.95% combined) with waiver rates of 0.00% and 1.15% (0.78% combined)⁷ respectively. See Appendix A, Table A-2, Appendix B, Tables B-1-a-i and B-1-b-i and Appendix C, Tables C-1-a-i and C-1-b-i.

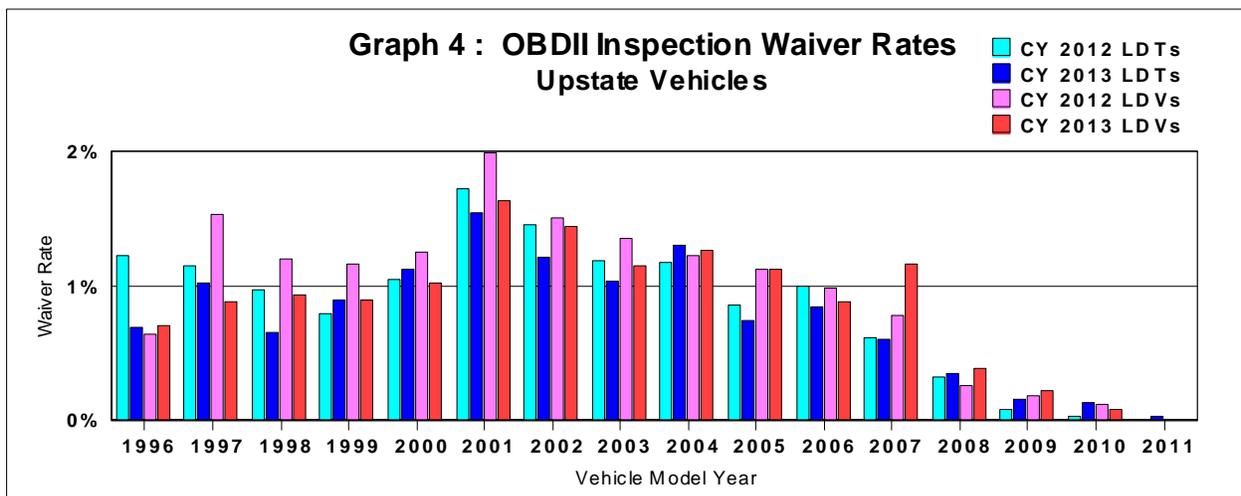
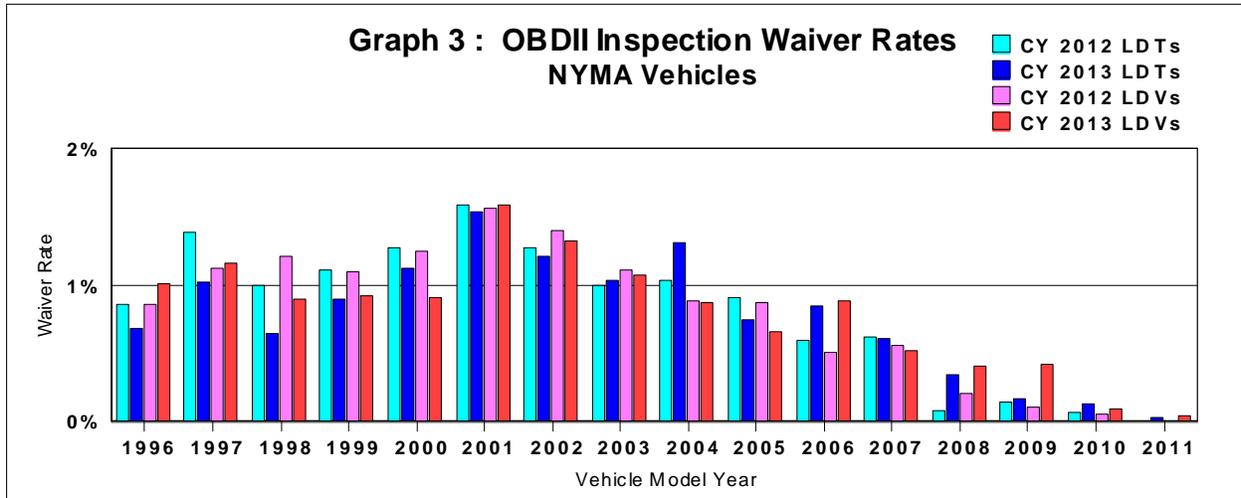
For the Upstate I/M Area, 1,798,086 LDVs and 1,632,203 LDTs (representing 92.27% of the total emissions tested fleet) received 3,603,427 initial OBDII inspections. The corresponding initial OBDII failure rates for Upstate non-diesel LDVs and LDTs are 5.89% and 6.14% (6.01% combined) with waiver rates of 1.04% and 0.94% (0.99% combined), respectively. The corresponding values for Upstate diesel LDVs and LDTs are 9.11% and 13.55% (10.12% combined) with waiver rates of 0.36% and 0.81% (0.49% combined), respectively. See Appendix A, Table A-2, Appendix B, Tables B-2-a-i and B-2-b-i and Appendix C, Tables C-2-a-i and C-2-b-i.

Statewide comparisons of non diesel initial OBDII failure rates by ‘vehicle model year’ and ‘vehicle type’ for Calendar Years 2012 and 2013 are shown in Graphs 1 and 2 below. Consistent with observations made in previous reports, there is a pronounced trend of increasing initial OBDII inspection failure rate as vehicles age (i.e., older model years) with a more noticeable “spike” associated with the 2001 model year. The elevated MY 2001 failure rate is apparent during Calendar Years 2012 and 2013 (and in previous Annual Reports). The elevated MY 2001 failure rate is due to a change in the stringency of the NYVIP OBDII readiness evaluation failure criterion. Beginning with the 2001 model year, OBDII applicable vehicles will fail the NYVIP OBDII inspection if 2 or more non-continuous monitors are reported as “Not Ready.” For MYs 1996-2000, the NYVIP readiness evaluation is less stringent, as 3 or more non-continuous monitors must be reported as “Not Ready” for an OBDII inspection failure. In addition, “older” vehicles are removed from the on-road fleet more frequently than the newer vehicles which contributes to a less uniform increase of failure rate with vehicle age.

⁷ During CY 2013, diesel vehicles received 1 NYVIP waiver in NYMA and 6 NYVIP waivers Upstate.

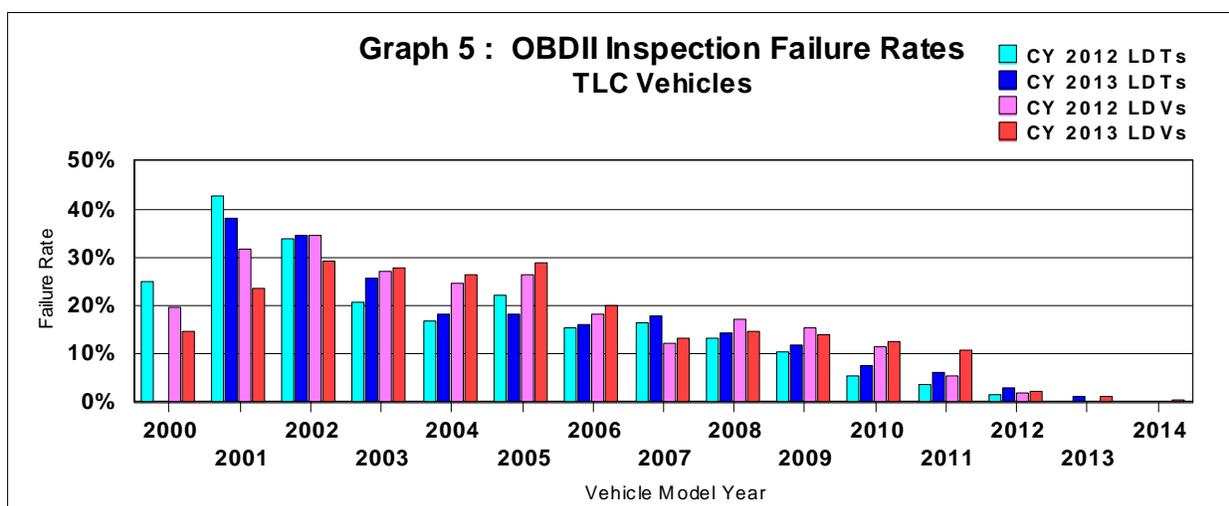


Statewide comparisons of NYVIP OBDII waiver rates by ‘vehicle model year’ and ‘vehicle type’ for Calendar Years 2012 and 2013 are shown below in Graphs 3 and 4. The overall waiver rates for NYMA and Upstate are comparable for CY 2012 and CY 2013. Model Year 2001 vehicles (LDVs, LDTs) displayed the highest waiver rate for both I/M areas in both CY 2012 and CY 2013.



During Calendar Year 2013, the T&LC fleet completed 67,758 initial OBDII inspections on 30,192 distinct LDVs and 12,256 distinct LDTs. The corresponding initial OBDII failure rates for non-diesel LDVs and LDTs are 12.47% and 7.85%, respectively (10.93% combined). The corresponding values for diesel LDVs and LDTs are 16.13% and 10.34%, respectively (13.33% combined).

The T&LC provides all OBDII inspection records to DEC on a monthly basis, while a subset of “passing” inspection records is provided to DMV through the NYVIP program manager. Comparisons of T&LC OBDII inspection failure rates, by vehicle model year and vehicle type, for Calendar Years 2012 and 2013 are shown in Graph 5. Note that the T&LC does not authorize emissions related waivers. See Appendix A (Table A-2), Appendix B (Tables B-3-a-i and B-3-b-i), and Appendix C (Tables C-3-a-i and C-3-b-i).



2. Testing Facilities

During the entire 2013 calendar year, 10,239 public inspection stations statewide (based on unique station identification numbers) completed NYVIP inspections. It is impractical to generate station specific statistics related to test volume or failure rate. Consistent with previously submitted Annual Reports, New York has provided initial OBDII test volumes and failure rates by NYS county. (See Appendix D.)

Within NYMA, Suffolk and Nassau Counties had the largest number of testing facilities (832 and 773, respectively). The two counties with the highest LDV initial OBDII test volumes were Suffolk County (405,496 inspections) and Nassau County (365,695 inspections). The two counties with the highest LDT initial OBDII test volumes were again Suffolk County (334,332 inspections) and Nassau County (263,542 inspections). Bronx County had the highest OBDII failure rates for both LDVs (7.14%) and LDTs (7.81%), while Kings County had the second highest failure rates for LDVs (7.10%) and LDTs (7.30%).

Within the Upstate I/M Area, Erie County had the largest number of testing facilities (807 facilities), as well as the highest LDV (254,322 inspections) and LDT (212,094 inspections) initial test volumes. The three highest LDV OBDII inspection failure rates were noted in Franklin (9.13%), Sullivan

(8.36%), and Orleans (8.03%) counties. The three highest LDT failure rates were also Sullivan (8.54%), Franklin (8.53%), and Orleans/Hamilton (8.26%) counties.

C. Quality Assurance Report

DMV continues to improve its quality assurance program. Case development and hearing testimony training for DMV enforcement personnel continues to be refined. DMV has increased the number of authorized users having access to inspection records and certificate information. Procedural improvements have led to a shorter time frame in imposing administrative stops on inspection stations for failure to comply with New York State regulations. The electronic case-tracking management tool named CAPTAIN has been fully functional since 2002.

1. NYMA

DMV enforcement efforts within NYMA program are summarized below in Table II.C.1. From a total of 3,782 NYMA inspection stations and 13,468 licensed inspectors, DMV conducted 5,162 overt audits, 752 covert audits, and 4 surveillance audits during Calendar Year 2013.

These audits combined with consumer complaints led to DMV administrative hearings resulting in 75 inspection station license revocations and 42 station license suspensions (total of 4,095 days) during Calendar Year 2013. Within Table II.C.1, the Mainframe Case row represents those totals by audit type that led to a hearing.

Additional penalties, revocations, and suspensions were also assessed against certified motor vehicle inspectors as the result of administrative hearings. For purposes of this report, inspector revocations and suspensions are not “counted” within Table II.C.1.

Table II.C.1
 Statistics on NYSDMV Quality Assurance Program – NYMA
 (Calendar Year 2013)

Category	Overt Audit	Covert Audit	Surveillance	Complaints	TOTAL
Total Cases:	5,162	752	4	65	5,983
No Action	4,221	435	0	30	4,686
Warnings Issued	760	241	1	21	1,023
Hearings Held	181	76	3	14	274
Hearing Results:					
Adjourned	0		0	0	0
No Action	5		0	1	6
Warning Issued	2		0	0	2
Revocation	70		2	3	75
Suspension	28		11	3	42
Civil Penalty (# of)	201		101	17	319
Mainframe Case	236		101	18	355
Civil Penalty Levied	\$3,740,600		\$84,125	\$177,900	\$4,002,625
Days Suspended	3,743		217	135	4,095

During Calendar Year 2013, DMV staff used 13 vehicles and 6 auditors for undercover covert audits in NYMA. Of the total of 752 covert audits, 66 audits involved setting vehicles to fail for a single component of the NYVIP OBDII inspection. The number of components set to fail included 74 for the OBDII monitor (readiness) evaluation, 58 for diagnostic trouble codes (DTCs), 23 for inoperative Malfunction Indicator light (MIL), and numerous safety inspection related failures. Of the total (752), 636 inspection stations completed an appropriate inspection, 73 inspection stations completed an inappropriate inspection (covert vehicle set to fail, but inspection passed), and 43 stations did not honor the reservation (appointment) for the inspection.

As reported in previously submitted Annual Reports, a more refined “Investigative Audit” (IA) began in 2008. An IA provides additional time for a detailed investigation of an inspection facility, and these are often triggered by NYVIP data analysis of completed inspections by DMV’s Central Office (Albany) or one of the six DMV Regional Offices. Potential data elements may include:

- High waiver rate;
- Certified inspector date/time overlaps at different facilities;
- Mismatch of OBDII VIN and DMV registration VIN;
- Suspect electronic signature (E-signature) for the vehicle of record;
- Variations in OBDII monitor support status;
- Inconsistent vehicle E-signature inspection history; and
- Inspection sticker misuse/accountability.

During Calendar Year 2013, 734 IAs were conducted within NYMA. The IA results are included within the Table II.C.1 Overt Audit data.

Consumer complaints can also initiate enforcement action. There were a total of 65 NYMA consumer complaints resulting in 3 station license revocations and 3 inspection station suspensions (135 days) during CY 2013.

DMV’s quality assurance program also applies “administrative stops” to prevent inspection stations from performing additional inspections until the station conforms to the requirements of the license or registration they hold. Typically, administrative stops are placed on the inspection station facility license following requests by DMV field staff. Administrative stops have been proven to be very effective in the NYVIP real-time data transmission environment. A total of 444 administrative stops were issued in NYMA during Calendar Year 2013. Table II.C.2 summarizes the statistics on administrative stops.

Table II.C.2: Statistics on NYSDMV Administrative Stops
(Calendar Year 2013)

Reason for Issuing an Administrative Stop	NYMA	Upstate
Transferred right to apply for public emission inspection station	85	80
Undeliverable returned mail	23	37
Out of Business	56	100
Clean Air Inspection Audit	30	5
Missing or inoperative equipment	134	128
Bad Checks	14	15
Management Review	21	47
Failure to Pay Civil Penalties	54	28
Failure to keep time payment agreement	0	0
Suspended Pending Hearing	20	2
TOTAL	444	442

2. Upstate Area

The results of various DMV compliance efforts for the Upstate I/M Area are summarized below in Table II.C.3. From a total of 6,410 Upstate Area inspection stations and 22,120 licensed inspectors, DMV conducted 3,397 overt audits and 481 covert audits during Calendar Year 2013. These audits and consumer complaints led to DMV administrative hearings resulting in 12 inspection station license revocations and 18 station license suspensions (total of 771 days) during Calendar Year 2013. Additional penalties, revocations, and suspensions applied to certified motor vehicle inspectors as the result of administrative hearings. Revocations and suspensions are not double counted for the station when the inspector is sanctioned.

Table II.C.3
 Statistics on NYSDMV Quality Assurance Program – Upstate
 (Calendar Year 2013)

Category	Overt Audit	Covert Audit	Surveillance	Complaints	Total
Total Cases:	3,397	481	0	90	3,968
Warnings Issued	680	141	0	52	873
Hearings Held	154	53	0	14	221
No Action	2,563	287	0	24	2,874
Hearing Results:					
Adjourned	0		0	0	0
No Action	2		2	0	4
Warning Issued	0		0	0	0
Revocation	9		2	1	12
Suspension	9		7	2	18
Civil Penalty (#)	112		68	23	203
Mainframe Case	117		74	24	215
Civil Penalty Levied	\$94,780		\$40,425	\$17,950	\$153,155
Restitution	\$0		\$0	\$0	\$0
Days Suspended	457		221	93	771

During Calendar Year 2013, DMV used 14 vehicles and 22 auditors for undercover (covert) audits in the Upstate I/M Area. Of a total of 481 covert audits, 135 audits involved setting a vehicle to fail for a single component of an OBDII emissions test. 12 additional covert audits had two component failures. The components set to fail included: 15 for MIL commanded on with diagnostic trouble codes (DTCs), 34 for failing the OBDII readiness evaluation, and numerous safety inspection related failures. Of the total (481), 310 inspection stations completed an appropriate inspection, 119 inspection stations completed an inappropriate inspection (i.e., covert vehicle set to fail, but inspection passed). Also, 53 inspection stations did not honor the reservation to conduct an official inspection.

During Calendar Year 2013, DMV staff completed 676 IAs in the Upstate I/M Area. The results are included within the Table II.C.3 Overt Audit data. As stated above, an IA provides additional time for the detailed investigation of an inspection facility and is often triggered by NYVIP data analysis completed by DMV's Central Office (Albany) or one of the six DMV Regional Offices.

Potential data elements may include:

- High waiver rate;
- Certified inspector date/time overlaps at different facilities;
- Mismatch of OBDII VIN and DMV registration VIN;
- Suspect electronic signature (E-signature) for the vehicle of record;
- Variations in OBDII monitor support status;
- Inconsistent vehicle E-signature history; and
- Inspection sticker misuse/accountability.

Consumer complaints can also initiate enforcement action. Based on a total of 90 consumer complaints from the Upstate I/M Area, 1 station license was revoked and 2 inspection stations were suspended for a total of 771 days.

Administrative stops were also applied Upstate to prevent inspection stations from performing any more inspections until the station conformed to the requirements of its license or registration. Typically, administrative stops are placed on the inspection station's facility license following requests by DMV field staff. As noted in Table II.C.2 above, 442 administrative stops were issued in the Upstate I/M Area during Calendar Year 2013.

D. Enforcement Program Report

New York utilizes both sticker-based and computer matching registration-based enforcement mechanisms. Inspection certificates or "stickers" are authorized by NYVIP when a vehicle passes the annual safety/emissions inspection. Sticker inventory is accounted for electronically by NYVIP. With these computerized systems, the number of stickers missing, stolen, or sold has decreased. During Calendar Year 2013, NYVIP issued 5,085,579 and 5,251,111 inspection stickers in NYMA and the Upstate I/M Area, respectively. These stickers represent emissions/safety (OBDII, low enhanced) and safety-only inspections.

To ensure that vehicles receive the appropriate inspection, vehicle information including VIN, registration expiration date, I/M area, vehicle weight, and fuel type are encoded into a DMV registration 2D bar code. The NYVIP inspection software uses this information to minimize inspector input when determining the appropriate inspection type. For example, when the DMV 2D barcode is scanned, the NYVIP software would decode the applicable model year and evaluate GVWR using the encoded vehicle identification number (VIN). The NYVIP inspection software determines whether the inspector is allowed to make changes.

DMV also monitors the issuance of traffic tickets by various law enforcement sources through state, county and local courts. There were 171,388 traffic tickets issued to motorists in 2013 for operating an uninspected vehicle pursuant to Vehicle and Traffic Law, Section 306(b). Of these tickets, 49,737 were issued in NYMA and 121,651 in the Upstate I/M Area.

1. Registration-Based Enforcement (RBE)

The NYS RBE program validates that a motorist has a valid inspection record on file within the previous 12 months when attempting to renew vehicle registrations. If a valid inspection record is not found, a warning is printed on the DMV registration renewal invitation. In the event that a motorist subsequently provides sufficient proof of inspection (i.e., valid sticker number, vehicle inspection receipt), the denial would be overridden and the registration would be renewed. DMV initially implemented RBE in NYMA during the NYTEST program in 2001. Statewide RBE enforcement commenced with the September 2007 registration renewals.

A summary of month-by-month RBE statistics is provided in Table II.D.1 below. Note that the number of April invitations is typically larger than the average monthly volume as all motorcycle and ATV renewals are mailed in April. Similarly, the number of December invitations is also large as all the trailer, ambulance, and livery invitations are mailed in December. In Calendar Year 2013, 5,882,475 registration renewal invitations were generated by DMV. Motorists were notified of the need for a completed emissions inspection in order to renew their registration. Of this total, 166,299 vehicle owners still attempted to renew their registration without proof of an emission test, and DMV denied these renewals.

Table II.D.1
Statistics on NYSDMV Registration Denial Enforcement Program (Calendar Year 2013)

Month	NYMA			Upstate		
	Invitations	Denials	% Denied	Invitations	Denials	% Denied
January	198,790	9,574	4.82%	209,202	5,447	2.60%
February	210,649	8,939	4.24%	192,990	5,283	2.74%
March	272,735	8,830	3.24%	319,376	4,961	1.55%
April	298,847	9,684	3.24%	386,565	5,863	1.52%
May	261,078	10,915	4.18%	326,355	7,570	2.32%
June	224,752	7,623	3.39%	229,876	4,812	2.09%
July	241,374	8,696	3.60%	248,082	5,296	2.13%
August	198,841	8,808	4.43%	216,203	5,649	2.61%
September	215,533	7,759	3.60%	196,582	4,575	2.33%
October	220,288	9,622	4.37%	217,364	5,966	2.74%
November	192,227	6,197	3.22%	260,033	4,230	1.63%
December	236,008	6,192	2.62%	308,725	3,808	1.23%
TOTAL	2,771,122	102,839	3.71%	3,111,353	63,460	2.04%

2. Sticker Compliance Survey

DMV continued the long standing, quarterly sticker compliance survey and 10,144 sticker surveys were completed statewide during CY 2013. The survey resulted in a statewide compliance rate of 96.69%, which is consistent with past surveys. A summary of the Calendar Year 2013 Sticker Compliance Survey is included as Appendix H.

E. Program Changes & Issues Discovered During the Reporting Period

1. NYVIP Enforcement

NYMA Simulator Use

As previously reported, the Departments identified that electronic simulators were being used to fraudulently pass NYVIP OBDII inspections at 45 NYMA inspection stations during the period of March 2008 to July 2010. In addition to the initial criminal proceeding related to Mobile Diagnostics (Bronx), DMV and DEC completed separate administrative enforcement actions.

DMV administrative hearings have resulted in 25 station revocations and 5 station suspensions. Several other stations did not renew their licenses upon expiration, while others are no longer in business.

DEC released its hearing findings for all 17 administrative hearings involving the following stations: AMI Auto Sales Corporation, Autoramo Inc., Best Alignment Auto Repair, Dyre Ave. Auto Repair Corp., East Tremont Repair Corporation, Geo Auto Repairs, Inc., Gurabo Auto Sales, Jerome Muffler Corporation, Jerome Transmissions Corporation, Johanna Transmission Parts, Inc., La Duena Auto Repair Corporation, New Power Muffler, Inc., San Miguel Auto Repair Corporation, Shell Service Center, Sheridan Garage Corporation, Sugar Hill Service Station, and UNS Auto Repairs, Inc. The findings can be viewed at:

<http://www.dec.ny.gov/hearings/76836.html>
<http://www.dec.ny.gov/hearings/92872.html>
<http://www.dec.ny.gov/hearings/96108.html>
<http://www.dec.ny.gov/hearings/93286.html>
<http://www.dec.ny.gov/hearings/83896.html>
<http://www.dec.ny.gov/hearings/81009.html>
<http://www.dec.ny.gov/hearings/76837.html>
<http://www.dec.ny.gov/hearings/91520.html>
<http://www.dec.ny.gov/hearings/91275.html>
<http://www.dec.ny.gov/hearings/93082.html>
<http://www.dec.ny.gov/hearings/83142.html>
http://www.dec.ny.gov/docs/legal_protection_pdf/newpowero.pdf
http://www.dec.ny.gov/docs/legal_protection_pdf/sanmiguelo.pdf
http://www.dec.ny.gov/docs/legal_protection_pdf/235stnicholaso.pdf
<http://www.dec.ny.gov/hearings/93658.html>
<http://www.dec.ny.gov/hearings/93784.html>
<http://www.dec.ny.gov/hearings/95579.html>

DEC also entered into Orders of Consent with 17 additional stations. To date, total assessed penalties against these stations based on the combined Departments' administrative hearings and DEC Orders on Consent total \$2,674,290.

The Departments also completed enforcement actions involving station owners and certified inspectors. DMV and DEC administrative actions have resulted in assessed penalties against inspectors. These penalties are not included within the station penalties above. DMV actions also resulted in the revocation of 48 certified inspector licenses and the suspension of 5 other licenses. Several other inspectors did not renew their license upon expiration.

On February 18, 2010, DEC and DMV issued a press release announcing the discovery of simulator use at NYMA inspection stations. On March 25, 2012, DEC issued another press release concerning the multi-agency efforts and a findings summary of the DEC AMI Auto Sales (Bronx) and Gurabo Auto Sales (Bronx) administrative hearings. On April 2, 2012, all NYVIP stations were sent NYVIP Station Message No.80 which included the DEC press release. The press release and NYVIP Station Message No. 80 are included in Appendix I.

NYMA Undercover Investigations

During December 2012 and February 2013, the New York State Office of the Attorney General, DMV, and DEC completed a multi-agency undercover operation targeting NYMA inspection stations suspected of performing fraudulent OBDII inspections. Following data analysis of completed OBDII inspections, DEC and DMV suspected that the identified stations were completing "clean scans." Clean scanning is a fraudulent practice where a substitute vehicle is inspected in order to pass an OBDII inspection instead of the vehicle of record. During these undercover efforts, several inspectors were observed clean scanning, while others inappropriately affixed a safety/emission certificate to uninspected undercover vehicles. A March 21, 2013 press release related to this 2-part effort is included in Appendix I. Additional arrests occurred after the press release.

2. DMV Regulatory Changes, 15 NYCRR Part 79

With the proposed end of NYTEST, DMV anticipated a significant increase in the number of new applications for official public inspection stations. This anticipated increase would be more pronounced in NYMA as new stations located within these 9 counties would no longer be required to purchase and maintain NYTEST equipment after December 31, 2010. As noted in Section C, Quality Assurance Report, DMV is required complete inspection station audits, and an increase in the overall number of official public inspection stations could not be accomplished with current staffing. Effective July 13, 2011, revisions to Section 79.7 were adopted to allow the Commissioner of Motor Vehicles to limit the number of new official emission inspection stations licensed with in New York State. If the maximum number of such inspection stations is reached in any county, the DMV will place an application for an inspection station license on a waiting list. If the number of stations falls below the designated maximum in a given county, the applicant who has been on the list the longest will be considered for an inspection station license. DMV's fact sheet related to these changes can be found at: <http://www.dmv.ny.gov/vs-ispcap.htm>.

On March 28, 2012, DMV adopted changes to Section 79 to allow for statewide light-duty diesel (LDDV) OBDII inspections for MY 1997 and newer vehicles. The NYVIP inspection software was subsequently modified to require LDDV OBDII inspections beginning on July 1, 2012.

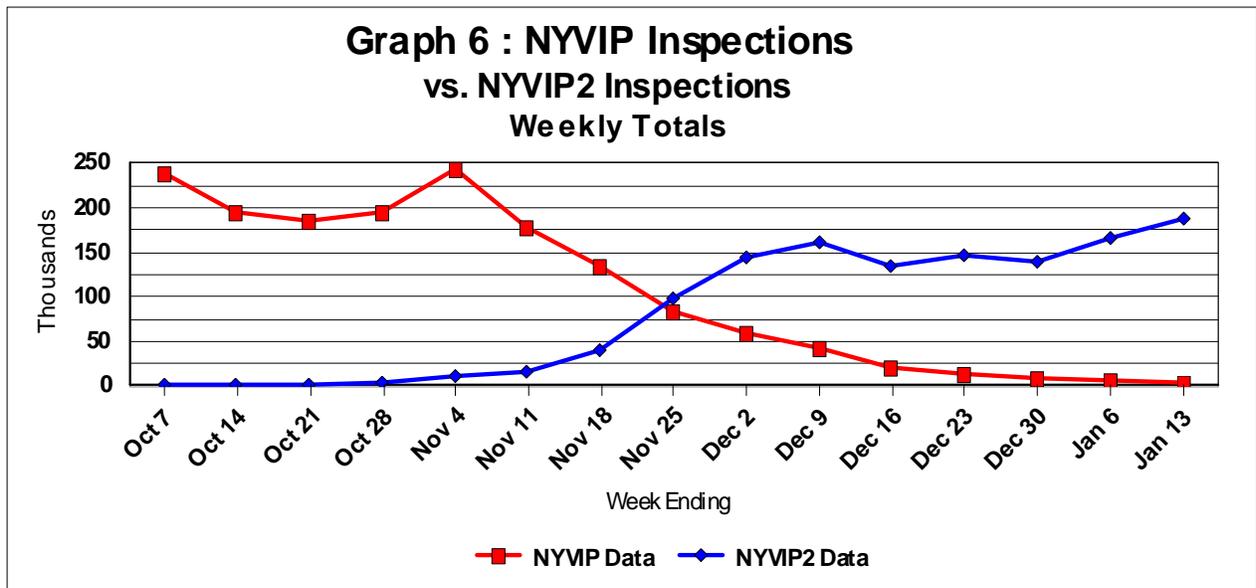
3. NYVIP2 Contractor Selection

In August 2011, DMV informed potentially interested parties of the proposed procurement for the next statewide I/M program (“NYVIP2”). A Request for Information (RFI) was developed which requested input from prospective vendors to assist in NYS’ evaluation of potential options. After weighing the responses, DMV formally released the NYVIP2 Request for Proposals (RFP) on March 30, 2012.

On June 6, 2012, NYVIP Station Message No. 81 (Appendix J) was released informing inspection stations of the NYVIP2 procurement, and that new inspection equipment would be required for the next I/M program.

Five vendors submitted proposals in response to the NYVIP2 RFP. Following the review of proposals and subsequent approval by the NYS Office of the State Comptroller (OSC), the NYVIP2 contract was awarded to Opus Inspection. On March 12, 2013, DMV notified the inspection stations of the NYVIP2 contract in NYVIP Station Message No. 93 (Appendix J).

The NYVIP contract with SGS TESTCOM was originally scheduled to expire on November 30, 2013, but was extended to January 15, 2014. As a consequence, SGS Testcom continued to collect and provide limited NYVIP I/M data into January 2014. Graph 6 below displays the actual weekly number of NYVIP and NYVIP2 inspections over the October 2013 to January 2014 transition period.



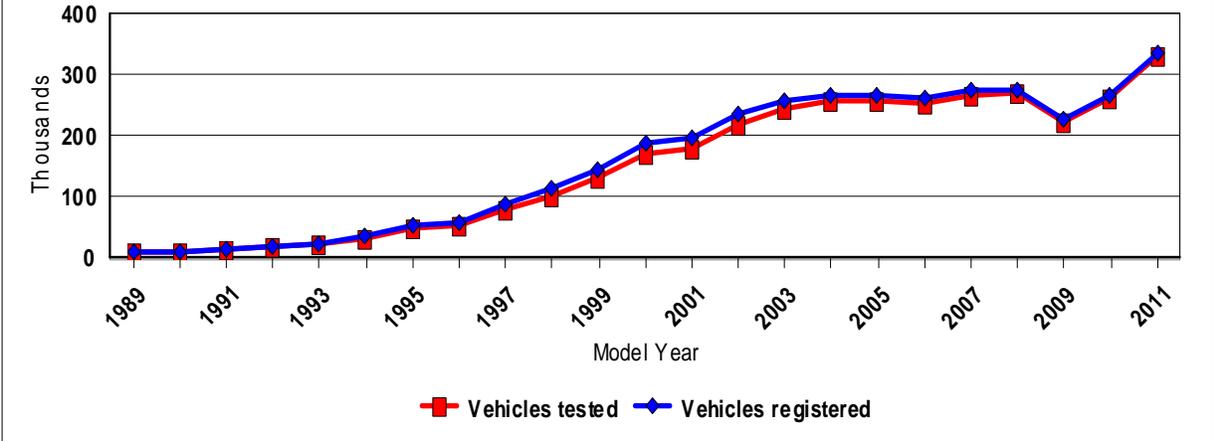
4. Light-duty Diesel Vehicle (LDDV) OBDII Readiness Issues

Mandatory, statewide light-duty diesel OBDII inspections through NYVIP commenced on July 1, 2012. Shortly afterwards, the Departments identified higher than anticipated overall OBDII failure rates (>10%) for certain MY 2010 LDDVs. A failure rate analysis attributed the elevated failure rate to the readiness evaluation portion of the OBDII inspection. The same issue was identified in other states. In response, EPA assembled a Workgroup consisting of EPA, States (MA, NY, NJ, UT, and CA), and industry representatives. The Workgroup's, "Best Practices for Addressing OBD Readiness in IM Testing of Diesel Vehicles Under 14,000 Pounds Gross Vehicle Weight Rating" was finalized on March 7, 2013. Several of the best practices would require revision to most states' current inspection software. NYS will evaluate these recommended practices during the development of the NYVIP2 inspection software. As an interim remedy, readiness evaluation allowances have been provided to certain MY 2010 and 2011 LDDVs through the current NYVIP exceptions file.

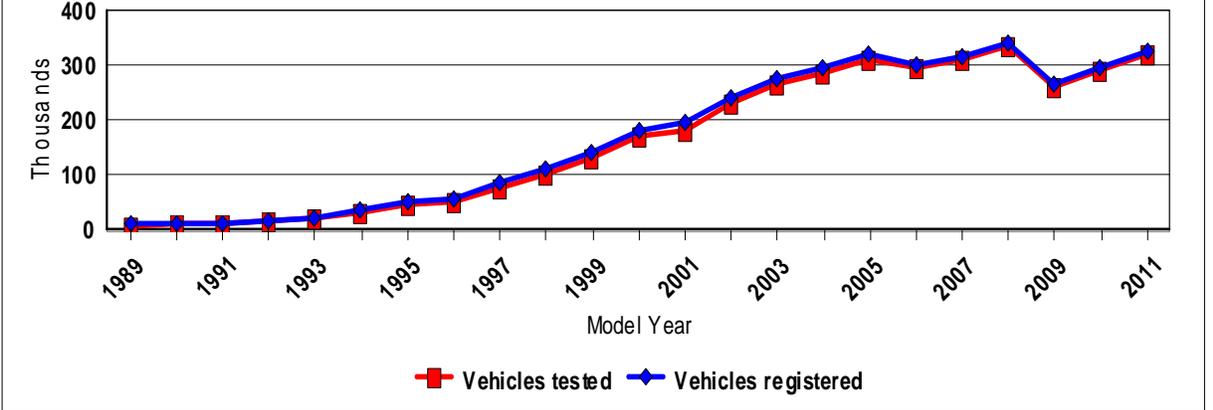
F. Vehicle Registrations vs. Emissions Tests, CY 2013

The Departments compared vehicle registration data (i.e., vehicles potentially subject to emissions testing) to vehicles actually receiving a passing (or waived) emission test for both NYMA and the Upstate areas for Calendar Year 2013. The procedure used for this comparison is described further within Appendix E: "Procedure to Sort Registration File and Matching Emissions Inspections" Appendix F contains the referenced "Registration Type Codes." In summary, the NYMA and Upstate I/M areas were found to have a combined 95.95% compliance rate. Graphs 7 and 8 provide comparisons for NYMA and the Upstate I/M areas by model year.

**Graph 7 : Vehicle Registrations
vs. Vehicle Emissions Tested
NYMA**



**Graph 8 : Vehicle Registrations
vs. Vehicle Emissions Tested
UPSTATE**



III. CONCLUSIONS

During Calendar Year 2013, New York State maintained viable motor vehicle inspection and maintenance programs (NYVIP, NYVIP2, and the NYC Taxi and Limousine Commission). DEC and DMV staff completed the necessary regulatory and programmatic changes to update the NYVIP I/M program to maximize its effectiveness through enhanced enforcement (data analysis, undercover operations) and focused quality assurance and quality control (waiver monitoring, station auditing) measures. The New York City T&LC OBDII inspection program continued to inspect its yellow medallion taxi cab fleet and applicable For-Hire vehicles at the Woodside (Queens) centralized test-only station. More importantly, these continuing efforts on the part of DEC, DMV, and the T&LC enable New York State to achieve our enhanced I/M SIP obligations, including its intended goal of healthier, cleaner air for New York State.

Appendix A

Table A-1: Registered Vehicles* in New York State (Based on Distinct VINs)

(Based on Data Collected from DMV Registration File Dated 3/8/2014)

Vehicle Model Year	New York Metropolitan Area (9 Counties)								Upstate New York (53 Counties)							
	Total Vehicles	MYR Distribution	Gasoline Powered** Light Duty	Gasoline Powered** Heavy Duty	Diesel Powered Light Duty	Diesel Powered Heavy Duty	Other Fuels*** Light Duty	Other Fuels*** Heavy Duty	Total Vehicles	MYR Distribution	Gasoline Powered** Light Duty	Gasoline Powered** Heavy Duty	Diesel Powered Light Duty	Diesel Powered Heavy Duty	Other Fuels*** Light Duty	Other Fuels*** Heavy Duty
Pre-1988	119,705	2.37%	97,463	12,285	3,017	6,835	74	31	165,844	3.17%	126,589	17,367	3,886	17,949	41	12
1988	11,939	0.24%	9,789	849	201	1,100	0	0	16,248	0.31%	11,657	1,645	346	2,597	2	1
1989	14,089	0.28%	12,043	672	235	1,136	3	0	17,070	0.33%	12,744	1,382	444	2,500	0	0
1990	15,640	0.31%	13,420	714	241	1,262	3	0	17,759	0.34%	13,488	1,172	510	2,584	4	1
1991	17,527	0.35%	15,553	468	298	1,201	6	1	18,281	0.35%	14,656	951	481	2,189	2	2
1992	21,126	0.42%	19,421	390	288	1,024	3	0	21,953	0.42%	18,501	996	537	1,914	5	0
1993	28,901	0.57%	26,790	460	477	1,172	1	1	28,947	0.55%	24,400	1,305	718	2,519	5	0
1994	39,537	0.78%	36,584	707	440	1,792	13	1	41,780	0.80%	36,316	1,666	827	2,962	5	4
1995	58,523	1.16%	54,086	989	669	2,763	13	3	59,696	1.14%	52,362	2,089	1,209	4,026	7	3
1996	63,796	1.27%	60,236	747	609	2,196	8	0	63,352	1.21%	56,648	1,974	1,220	3,499	8	3
1997	94,619	1.88%	89,423	1,440	908	2,836	12	0	95,217	1.82%	86,314	2,773	1,749	4,366	11	4
1998	117,515	2.33%	112,850	1,066	837	2,717	35	10	118,636	2.27%	111,386	2,330	1,055	3,752	107	6
1999	151,008	3.00%	142,905	2,095	1,449	4,497	55	7	152,509	2.91%	140,086	3,577	2,480	6,215	133	18
2000	195,550	3.88%	185,674	2,837	1,460	5,525	51	3	195,046	3.73%	181,991	4,106	2,105	6,670	148	26
2001	203,121	4.03%	194,271	2,749	1,267	4,776	52	6	207,784	3.97%	193,976	4,986	2,442	6,192	166	22
2002	242,940	4.82%	233,610	3,033	1,674	4,454	166	3	255,756	4.88%	241,536	5,053	2,907	5,903	340	17
2003	266,186	5.28%	255,824	3,799	1,663	4,762	96	42	288,308	5.51%	272,034	6,309	3,359	6,407	165	34
2004	276,687	5.49%	264,630	4,217	1,536	6,174	122	8	310,176	5.92%	292,521	7,418	2,929	7,125	157	26
2005	277,426	5.50%	264,615	4,070	1,989	6,665	69	18	336,359	6.42%	317,325	7,121	3,218	8,599	78	18
2006	273,054	5.42%	257,370	5,493	2,372	7,767	41	11	321,742	6.14%	300,230	7,493	3,552	10,263	181	23
2007	287,533	5.70%	274,545	3,570	1,298	7,965	125	30	334,683	6.39%	316,541	5,581	2,137	9,891	528	5
2008	288,355	5.72%	275,658	4,730	1,679	6,053	163	72	359,173	6.86%	339,603	8,420	2,104	8,690	352	4
2009	232,938	4.62%	225,267	2,333	1,821	3,327	143	47	273,621	5.23%	261,745	5,291	1,938	4,486	146	15
2010	271,278	5.38%	263,218	2,453	2,068	3,305	157	77	302,237	5.77%	290,592	4,803	2,712	3,976	142	12
2011	343,475	6.81%	333,474	3,729	2,721	3,358	161	32	338,918	6.47%	319,292	8,716	3,133	7,568	160	49
2012	431,844	8.57%	418,302	4,780	3,840	4,476	389	57	382,502	7.31%	361,604	8,651	3,877	7,790	399	181
2013	519,996	10.31%	506,767	4,123	3,585	4,476	867	178	381,506	7.29%	363,713	7,326	3,994	5,924	463	86
2014	177,470	3.52%	172,637	1,098	1,571	2,030	58	76	130,882	2.50%	124,032	2,468	1,276	2,935	73	98
Total	5,041,778	100.00%	4,816,425	75,896	40,213	105,644	2,886	714	5,235,985	100.00%	4,881,882	132,969	57,145	159,491	3,828	670
% of Total			95.53%	1.51%	0.80%	2.10%	0.06%	0.01%			93.24%	2.54%	1.09%	3.05%	0.07%	0.01%

* Excluding vehicle types exempted from DMV/DEC I/M Program. (trailers, ATVs, motor boats, motorcycles, and locomotives)

** Including Hybrid Vehicles.

*** Including CNG, Propane, Flex-Fueled, and Electric Vehicles.

Appendix A

Table A-2: Emissions Tested Vehicles in New York State (Based on Distinct VINs)

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Model Year	NYMA						Upstate						TLC Taxi in New York City					
	Total Vehicles	MYR Distribution	OB2 Inspected LDVs	Inspected LDTs	Low Enhanced LDVs	Inspected Only HDs	Total Vehicles	MYR Distribution	OB2 Inspected LDVs	Inspected LDTs	Low Enhanced LDVs	Inspected Only HDs	Total Vehicles	MYR Distribution	OB2 Inspected LDVs	Inspected LDTs		
1989	10,194	0.30%			7,146	2,423	625	11,397	0.31%			5,564	4,524	1,309				
1990	12,281	0.36%			9,301	2,386	594	12,303	0.33%			6,731	4,564	1,008				
1991	14,548	0.43%			11,293	2,819	436	13,699	0.37%			8,187	4,719	793				
1992	18,886	0.56%			14,870	3,482	534	17,569	0.47%			10,286	6,291	992				
1993	26,392	0.78%			19,328	6,307	757	23,868	0.64%			13,164	9,406	1,298				
1994	36,308	1.07%			24,842	10,041	1,425	35,584	0.96%			17,523	16,154	1,907				
1995	53,758	1.58%			35,217	16,438	2,103	51,810	1.39%			26,722	22,536	2,552				
1996	54,457	1.60%	35,203	17,691			1,563	53,542	1.44%	28,598	22,686			2,258	1	0.002%	1	0
1997	81,268	2.39%	49,617	28,854			2,797	81,901	2.20%	42,522	35,551			3,828	3	0.007%	3	0
1998	102,286	3.01%	62,050	37,696			2,540	104,256	2.80%	54,673	47,388			2,195	5	0.012%	4	1
1999	130,632	3.84%	75,203	50,815			4,614	132,449	3.56%	70,564	56,644			5,241	28	0.066%	26	2
2000	168,805	4.96%	97,912	64,574			6,319	171,254	4.61%	92,918	72,290			6,046	75	0.177%	72	3
2001	175,560	5.16%	98,291	70,446			6,823	183,058	4.92%	99,938	74,907			8,213	115	0.271%	94	21
2002	212,796	6.25%	112,277	93,615			6,904	228,407	6.14%	117,790	101,357			9,260	140	0.330%	114	26
2003	234,438	6.89%	125,680	100,861			7,897	257,158	6.92%	129,453	116,681			11,024	1,780	4.193%	1,693	87
2004	243,851	7.17%	119,009	117,783			7,059	275,010	7.40%	128,754	134,596			11,660	1,938	4.566%	1,727	211
2005	243,806	7.17%	125,318	112,201			6,287	299,096	8.05%	143,417	145,638			10,041	2,305	5.430%	2,049	256
2006	239,301	7.03%	126,539	103,744			9,018	284,463	7.65%	139,939	133,768			10,756	2,239	5.275%	1,867	372
2007	256,903	7.55%	142,249	109,007			5,647	298,851	8.04%	155,101	135,909			7,841	3,546	8.354%	2,886	660
2008	257,544	7.57%	137,597	112,658			7,289	323,422	8.70%	162,693	149,481			11,248	3,257	7.673%	1,841	1,416
2009	210,773	6.19%	131,872	74,911			3,990	250,328	6.73%	148,912	94,499			6,917	3,952	9.310%	2,562	1,390
2010	266,784	7.84%	146,238	117,721			2,825	282,363	7.60%	142,010	134,823			5,530	4,375	10.307%	3,107	1,268
2011	350,840	10.31%	170,975	176,508			3,357	325,824	8.76%	140,804	175,985			9,035	8,406	19.803%	6,006	2,400
2012															5,752	13.551%	3,188	2,564
2013															4,237	9.982%	2,740	1,497
2014															294	0.693%	212	82
Total	3,402,411	100.00%	1,756,030	1,389,085	121,997	43,896	91,403	3,717,612	100.00%	1,798,086	1,632,203	88,177	68,194	130,952	42,448	100%	30,192	12,256
% of Total			51.61%	40.83%	3.59%	1.29%	2.69%			48.37%	43.90%	2.37%	1.83%	3.52%			71.13%	28.87%

* NYVIP2 Data NOT Included

Appendix B

Table B-1-a-i : Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	----- Passed OBD II ----		----- Failed OBDII -----		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On ----- No DTC With DTC	----- Not On ----- No DTC With DTC				
1996	36,058	32,997	3,061	8.49%	32,983	14	3,058	3	0	1,392	34,475	0	31	1.01%
1997	50,915	45,938	4,977	9.78%	45,930	7	4,972	3	0	1,776	48,958	0	58	1.17%
1998	63,605	57,915	5,690	8.95%	57,899	12	5,688	2	0	2,146	61,253	0	51	0.90%
1999	77,142	70,463	6,679	8.66%	70,445	16	6,675	4	0	2,262	74,583	0	62	0.93%
2000	100,517	91,881	8,636	8.59%	91,859	20	8,632	4	0	3,170	96,935	0	79	0.91%
2001	101,480	89,845	11,635	11.47%	89,827	16	11,631	4	0	2,737	98,356	0	185	1.59%
2002	115,540	105,371	10,169	8.80%	105,338	27	10,164	3	1	2,500	112,724	0	135	1.33%
2003	131,684	122,085	9,599	7.29%	122,054	24	9,591	5	0	2,267	129,090	0	103	1.07%
2004	124,902	116,924	7,978	6.39%	116,903	15	7,969	9	1	1,847	122,735	0	70	0.88%
2005	131,336	124,087	7,249	5.52%	124,053	24	7,247	2	0	1,579	129,405	0	48	0.66%
2006	132,966	126,800	6,166	4.64%	126,771	25	6,163	3	0	1,241	131,379	0	55	0.89%
2007	150,193	145,013	5,180	3.45%	144,975	38	5,177	3	1	890	148,840	0	27	0.52%
2008	143,906	139,204	4,702	3.27%	139,174	30	4,701	1	1	637	142,818	0	19	0.40%
2009	139,045	134,775	4,270	3.07%	134,716	36	4,265	4	1	367	138,179	0	18	0.42%
2010	159,385	154,316	5,069	3.18%	154,232	53	5,063	6	5	273	158,545	0	5	0.10%
2011	183,549	178,278	5,271	2.87%	178,167	68	5,262	3	1	406	182,102	0	2	0.04%
Total	1,842,223	1,735,892	106,331	5.77%	1,735,326	425	106,258	59	11	25,490	1,810,377	0	948	0.89%

* NYVIP2 Data NOT Included

Appendix B

Table B-1-a-ii : Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Vehicles

Model Year	Total Initial Test	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	36,058	0	0.000%	0	0.000%	0	0.000%	13,560	37.636%	6,174	17.133%	5,190	16.371%
1997	50,915	1	0.002%	0	0.000%	0	0.000%	14,237	27.986%	6,089	11.966%	5,050	12.252%
1998	63,605	1	0.002%	0	0.000%	0	0.000%	13,694	21.547%	6,019	9.468%	4,611	9.997%
1999	77,142	92	0.119%	9	0.012%	72	0.093%	14,309	18.563%	6,318	8.195%	4,550	8.627%
2000	100,517	550	0.576%	51	0.053%	80	0.084%	18,512	18.428%	9,041	8.999%	4,594	7.079%
2001	101,480	274	0.270%	123	0.121%	487	0.480%	13,126	12.944%	6,978	6.882%	3,486	6.000%
2002	115,540	474	0.410%	118	0.102%	466	0.404%	10,919	9.456%	6,377	5.524%	2,386	4.458%
2003	131,684	675	0.513%	101	0.077%	694	0.527%	10,699	8.136%	5,776	4.393%	1,959	3.405%
2004	124,902	635	0.508%	43	0.034%	100	0.080%	8,540	6.845%	5,068	4.063%	1,715	3.021%
2005	131,336	291	0.222%	7	0.005%	29	0.022%	6,783	5.170%	4,865	3.708%	1,487	2.532%
2006	132,966	50	0.038%	5	0.004%	4	0.003%	5,744	4.324%	4,074	3.067%	1,157	2.237%
2007	150,193	17	0.011%	8	0.005%	14	0.009%	4,767	3.177%	3,600	2.400%	803	1.572%
2008	143,906	9	0.006%	7	0.005%	6	0.004%	4,755	3.308%	3,287	2.287%	826	1.683%
2009	139,045	5	0.004%	8	0.006%	4	0.003%	4,542	3.269%	2,926	2.107%	1,171	1.295%
2010	159,385	15	0.009%	14	0.009%	37	0.023%	4,889	3.071%	4,077	2.560%	1,789	1.198%
2011	183,549	14	0.008%	14	0.008%	386	0.210%	4,059	2.214%	3,724	2.031%	1,794	1.000%
Total	1,842,223	3,103	0.169%	508	0.028%	2,379	0.130%	153,135	8.321%	84,393	4.586%	42,568	3.897%

Model Year	Total Initial Test	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	36,058	5,221	32.760%	0	0.000%	1,929	6.026%	839	23.567%	0	0.000%
1997	50,915	9,769	29.084%	0	0.000%	2,855	5.621%	1,163	18.746%	0	0.000%
1998	63,605	16,259	26.349%	1	0.418%	3,136	4.939%	1,790	21.867%	1	0.426%
1999	77,142	17,857	23.503%	2	0.560%	2,469	3.207%	1,236	10.873%	0	0.000%
2000	100,517	22,399	22.596%	2	0.442%	3,324	3.327%	2,219	9.429%	0	0.000%
2001	101,480	17,908	17.817%	3	0.709%	2,939	2.917%	2,286	10.820%	0	0.000%
2002	115,540	17,025	14.844%	0	0.000%	2,524	2.217%	1,966	8.705%	0	0.000%
2003	131,684	20,237	15.451%	0	0.000%	2,270	1.767%	1,839	8.863%	0	0.000%
2004	124,902	16,554	13.306%	0	0.000%	1,900	1.553%	1,440	7.547%	0	0.000%
2005	131,336	15,418	11.779%	0	0.000%	1,497	1.360%	964	6.128%	0	0.000%
2006	132,966	13,966	10.535%	0	0.000%	1,272	1.146%	798	5.167%	0	0.000%
2007	150,193	10,181	6.793%	0	0.000%	1,141	0.828%	509	2.790%	0	0.000%
2008	143,906	7,907	5.506%	0	0.000%	873	0.608%	428	2.135%	0	0.000%
2009	139,045	6,756	4.867%	8	1.423%	667	0.480%	233	1.261%	0	0.000%
2010	159,385	7,745	4.870%	6	0.910%	753	0.473%	191	0.958%	0	0.000%
2011	183,549	7,504	4.096%	16	1.347%	1,041	0.568%	354	1.126%	0	0.000%
Total	1,842,223	212,706	11.850%	38	0.540%	30,590	1.726%	18,255	6.621%	1	0.013%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix B

Table B-1-b-i: Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	----- Passed OBD II ----		----- Failed OBDII -----		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On -----	----- Not On -----	No DTC	With DTC		
1996	18,122	15,990	2,132	11.76%	15,988	2	2,132	0	0	1,053	17,005	0	20	0.94%
1997	29,588	26,063	3,525	11.91%	26,048	13	3,522	3	0	1,515	27,972	0	42	1.19%
1998	38,628	34,364	4,264	11.04%	34,356	7	4,263	0	1	1,749	36,761	0	44	1.03%
1999	52,151	47,023	5,128	9.83%	47,003	17	5,124	4	4	1,880	50,104	0	57	1.11%
2000	66,175	60,223	5,952	8.99%	60,211	12	5,950	2	0	2,045	63,903	0	51	0.86%
2001	72,710	63,164	9,546	13.13%	63,148	16	9,539	6	0	2,480	70,003	0	139	1.46%
2002	96,373	86,782	9,591	9.95%	86,757	24	9,580	10	3	2,370	93,749	0	119	1.24%
2003	103,698	95,133	8,565	8.26%	95,111	22	8,561	4	6	1,985	101,425	0	102	1.19%
2004	121,168	113,444	7,724	6.37%	113,418	23	7,722	2	2	1,663	119,179	0	81	1.05%
2005	115,566	108,733	6,833	5.91%	108,702	30	6,826	7	2	1,322	113,914	0	52	0.76%
2006	107,122	101,819	5,303	4.95%	101,795	20	5,300	2	2	1,022	105,793	0	43	0.81%
2007	113,070	108,415	4,655	4.12%	108,380	31	4,650	5	0	763	112,023	0	28	0.60%
2008	117,264	113,208	4,056	3.46%	113,172	32	4,055	1	0	556	116,352	0	15	0.37%
2009	78,389	75,902	2,487	3.17%	75,876	17	2,483	3	0	240	77,873	0	3	0.12%
2010	126,966	122,625	4,341	3.42%	122,587	24	4,335	0	2	249	126,286	0	4	0.09%
2011	186,870	182,435	4,435	2.37%	182,357	47	4,423	2	1	294	186,109	0	3	0.07%
Total	1,443,860	1,355,323	88,537	6.13%	1,354,909	337	88,465	51	23	21,186	1,418,451	0	803	0.91%

* NYVIP2 Data NOT Included

Appendix B

Table B-1-b-ii: Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Trucks

Model Year	Total Initial Test	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	18,122	0	0.000%	0	0.000%	0	0.000%	7,115	39.359%	1,792	9.891%	1,998	15.779%
1997	29,588	0	0.000%	0	0.000%	0	0.000%	11,610	39.364%	3,072	10.391%	2,514	12.173%
1998	38,628	0	0.000%	0	0.000%	1	0.003%	11,282	29.290%	3,100	8.028%	2,720	10.229%
1999	52,151	1	0.002%	0	0.000%	1	0.002%	12,282	23.624%	4,142	7.944%	3,193	9.169%
2000	66,175	2	0.003%	0	0.000%	2	0.003%	11,898	18.031%	5,033	7.609%	3,457	8.151%
2001	72,710	1	0.001%	1	0.001%	12	0.017%	10,186	14.040%	4,939	6.795%	3,107	7.839%
2002	96,373	1	0.001%	2	0.002%	22	0.023%	9,934	10.326%	5,356	5.559%	1,788	4.578%
2003	103,698	11	0.011%	15	0.014%	102	0.098%	8,314	8.042%	4,729	4.568%	1,284	3.235%
2004	121,168	51	0.042%	9	0.007%	21	0.017%	7,569	6.251%	4,832	3.990%	1,347	2.875%
2005	115,566	4	0.003%	4	0.003%	3	0.003%	6,956	6.021%	4,624	4.002%	1,302	2.658%
2006	107,122	1	0.001%	5	0.005%	6	0.006%	4,894	4.571%	3,672	3.429%	1,025	2.398%
2007	113,070	8	0.007%	2	0.002%	6	0.005%	3,769	3.335%	3,477	3.077%	1,024	2.093%
2008	117,264	5	0.004%	5	0.004%	2	0.002%	3,127	2.668%	2,889	2.465%	967	1.884%
2009	78,389	4	0.005%	3	0.004%	5	0.006%	1,995	2.546%	1,815	2.317%	698	1.376%
2010	126,966	2	0.002%	4	0.003%	107	0.084%	3,822	3.011%	4,119	3.245%	1,600	1.452%
2011	186,870	2	0.001%	1	0.001%	879	0.470%	3,459	1.851%	4,705	2.518%	1,987	1.083%
Total	1,443,860	93	0.005%	51	0.004%	1,169	0.081%	118,212	8.197%	62,296	4.317%	30,011	3.578%

Model Year	Total Initial Test	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	18,122	1,965	31.863%	0	0.000%	2,137	12.094%	182	24.202%	0	0.000%
1997	29,588	6,301	33.514%	0	0.000%	2,911	10.187%	4	2.353%	0	0.000%
1998	38,628	10,860	32.447%	0	0.000%	3,177	8.231%	123	12.300%	0	0.000%
1999	52,151	15,119	32.303%	0	0.000%	3,782	7.257%	521	17.344%	0	0.000%
2000	66,175	16,720	27.178%	0	0.000%	4,339	6.563%	1,029	17.385%	0	0.000%
2001	72,710	16,824	23.587%	0	0.000%	3,793	5.229%	989	16.179%	0	0.000%
2002	96,373	19,908	20.929%	0	0.000%	4,281	4.477%	533	10.809%	0	0.000%
2003	103,698	22,066	21.472%	0	0.000%	3,103	3.087%	246	5.579%	0	0.000%
2004	121,168	19,096	15.843%	0	0.000%	1,962	1.648%	566	7.175%	0	0.000%
2005	115,566	14,594	12.678%	0	0.000%	2,561	2.327%	432	5.022%	0	0.000%
2006	107,122	11,352	10.624%	0	0.000%	1,957	2.159%	387	3.805%	1	0.226%
2007	113,070	10,013	8.870%	0	0.000%	1,180	1.063%	208	2.566%	1	0.256%
2008	117,264	7,394	6.311%	0	0.000%	858	0.732%	149	1.697%	0	0.000%
2009	78,389	4,327	5.527%	9	2.744%	470	0.600%	52	1.044%	1	0.357%
2010	126,966	6,603	5.210%	17	3.172%	743	0.585%	118	1.144%	0	0.000%
2011	186,870	7,160	3.835%	16	2.581%	1,033	0.553%	88	0.744%	0	0.000%
Total	1,443,860	190,302	13.591%	42	0.908%	38,287	2.712%	5,627	5.803%	3	0.064%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix B

Table B-2-a-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	----- Passed OBD II ----		----- Failed OBDII -----		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On -----	----- Not On -----	No DTC	With DTC		
1996	29,336	26,792	2,544	8.67%	26,790	2	2,542	2	1	1,054	28,144	0	18	0.71%
1997	43,702	39,419	4,283	9.80%	39,407	6	4,278	1	0	1,452	42,111	0	38	0.89%
1998	56,142	50,573	5,569	9.92%	50,544	11	5,555	5	0	1,817	54,156	0	52	0.93%
1999	72,698	65,151	7,547	10.38%	65,116	10	7,540	1	0	2,324	70,131	0	68	0.90%
2000	96,054	86,400	9,654	10.05%	86,363	19	9,642	5	2	2,962	92,743	0	99	1.03%
2001	104,098	90,815	13,283	12.76%	90,770	21	13,271	6	0	2,972	100,828	0	218	1.64%
2002	122,108	109,842	12,266	10.05%	109,771	14	12,243	7	1	2,804	119,002	0	177	1.44%
2003	134,129	123,555	10,574	7.88%	123,460	24	10,560	2	0	2,298	131,525	0	122	1.15%
2004	133,610	124,779	8,831	6.61%	124,738	23	8,819	9	0	1,950	131,362	0	112	1.27%
2005	148,634	140,872	7,762	5.22%	140,816	30	7,754	5	0	1,660	146,615	0	88	1.13%
2006	145,618	138,715	6,903	4.74%	138,655	23	6,898	3	0	1,404	143,881	0	61	0.88%
2007	162,173	156,356	5,817	3.59%	156,327	26	5,814	3	0	1,197	160,557	0	68	1.17%
2008	170,961	165,842	5,119	2.99%	165,820	20	5,117	2	1	869	169,660	0	20	0.39%
2009	155,886	151,894	3,992	2.56%	151,786	21	3,986	0	0	513	154,937	0	9	0.23%
2010	152,303	148,827	3,476	2.28%	148,643	27	3,464	1	0	247	151,681	0	3	0.09%
2011	151,366	148,405	2,961	1.96%	148,225	33	2,947	3	0	208	150,619	0	0	0.00%
Total	1,878,818	1,768,237	110,581	5.89%	1,767,231	310	110,430	55	5	25,731	1,847,952	0	1,153	1.04%

* NYVIP2 Data NOT Included

Appendix B

Table B-2-a-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Vehicles

Model Year	Total Initial Test	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	29,336	1	0.003%	1	0.003%	1	0.003%	8,310	28.366%	4,753	16.221%	3,880	15.052%
1997	43,702	0	0.000%	0	0.000%	0	0.000%	9,133	20.950%	5,085	11.647%	3,949	10.690%
1998	56,142	1	0.002%	0	0.000%	1	0.002%	11,403	20.344%	5,177	9.233%	4,435	10.420%
1999	72,698	174	0.239%	25	0.034%	129	0.178%	13,222	18.220%	5,997	8.259%	4,984	9.982%
2000	96,054	373	0.436%	51	0.060%	69	0.081%	16,769	17.477%	7,980	8.316%	5,069	8.382%
2001	104,098	178	0.171%	102	0.098%	277	0.267%	12,971	12.473%	6,838	6.575%	4,272	6.630%
2002	122,108	390	0.319%	123	0.101%	314	0.257%	12,323	10.107%	6,442	5.284%	3,442	5.186%
2003	134,129	427	0.318%	170	0.127%	570	0.425%	10,535	7.872%	5,791	4.327%	2,788	4.042%
2004	133,610	461	0.345%	28	0.021%	57	0.043%	8,574	6.426%	5,025	3.765%	2,062	3.169%
2005	148,634	154	0.104%	9	0.006%	17	0.011%	6,774	4.563%	4,589	3.090%	1,931	2.546%
2006	145,618	13	0.009%	1	0.001%	0	0.000%	5,597	3.847%	4,034	2.772%	1,391	2.245%
2007	162,173	8	0.005%	1	0.001%	2	0.001%	4,330	2.671%	3,537	2.182%	976	1.660%
2008	170,961	0	0.000%	3	0.002%	1	0.001%	3,807	2.228%	3,359	1.966%	788	1.317%
2009	155,886	1	0.001%	4	0.003%	0	0.000%	2,705	1.735%	2,720	1.747%	1,137	0.968%
2010	152,303	0	0.000%	1	0.001%	30	0.020%	2,330	1.530%	2,783	1.827%	1,139	0.789%
2011	151,366	1	0.001%	1	0.001%	248	0.164%	1,728	1.142%	2,183	1.442%	974	0.664%
Total	1,878,818	2,182	0.117%	520	0.028%	1,716	0.092%	130,511	6.953%	76,293	4.064%	43,217	3.773%

Model Year	Total Initial Test	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	29,336	3,185	34.369%	1	0.709%	1,744	6.355%	591	19.641%	0	0.000%
1997	43,702	9,448	35.838%	0	0.000%	3,360	7.709%	787	19.337%	0	0.000%
1998	56,142	17,582	32.542%	0	0.000%	3,924	7.004%	1,702	26.104%	0	0.000%
1999	72,698	23,196	32.314%	0	0.000%	3,596	4.956%	1,228	12.731%	0	0.000%
2000	96,054	29,063	30.640%	3	0.811%	5,173	5.411%	3,270	11.325%	0	0.000%
2001	104,098	24,970	24.046%	1	0.315%	4,282	4.133%	2,438	10.615%	0	0.000%
2002	122,108	24,698	20.280%	0	0.000%	3,520	2.961%	1,991	7.823%	0	0.000%
2003	134,129	22,611	16.909%	0	0.000%	3,192	2.512%	1,559	9.294%	0	0.000%
2004	133,610	17,609	13.202%	0	0.000%	2,675	2.060%	1,072	7.081%	0	0.000%
2005	148,634	15,493	10.439%	0	0.000%	2,317	1.757%	892	5.142%	0	0.000%
2006	145,618	15,275	10.505%	0	0.000%	1,894	1.495%	757	3.596%	0	0.000%
2007	162,173	12,858	7.936%	0	0.000%	1,863	1.239%	752	2.552%	0	0.000%
2008	170,961	10,446	6.114%	0	0.000%	1,391	0.815%	572	1.887%	1	0.229%
2009	155,886	7,709	4.953%	37	5.606%	927	0.596%	384	1.196%	0	0.000%
2010	152,303	6,334	4.170%	33	4.412%	1,000	0.657%	255	1.193%	0	0.000%
2011	151,366	4,683	3.101%	17	1.893%	883	0.583%	127	0.618%	0	0.000%
Total	1,878,818	245,160	13.365%	92	1.395%	41,741	2.302%	18,377	6.032%	1	0.016%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix B

Table B-2-b-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	----- Passed OBD II ----		----- Failed OBDII -----		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On ----- No DTC With DTC	----- Not On ----- No DTC With DTC				
1996	23,298	20,549	2,749	11.80%	20,545	4	2,745	4	0	1,168	22,047	0	19	0.69%
1997	36,506	32,226	4,280	11.72%	32,207	12	4,276	3	0	1,559	34,843	0	44	1.03%
1998	48,741	42,766	5,975	12.26%	42,753	7	5,967	6	0	1,823	46,777	0	39	0.65%
1999	58,365	52,324	6,041	10.35%	52,307	12	6,035	4	7	1,682	56,490	0	54	0.89%
2000	74,741	66,917	7,824	10.47%	66,901	14	7,818	6	2	2,038	72,467	0	88	1.12%
2001	78,076	66,014	12,062	15.45%	66,000	8	12,053	5	3	2,336	75,493	0	186	1.54%
2002	105,400	94,259	11,141	10.57%	94,240	16	11,136	4	6	2,284	102,836	0	135	1.21%
2003	121,070	110,511	10,559	8.72%	110,495	12	10,549	9	19	2,123	118,602	0	110	1.04%
2004	139,784	130,022	9,762	6.98%	130,002	15	9,753	8	11	1,879	137,519	0	128	1.31%
2005	151,345	142,648	8,697	5.75%	142,607	32	8,688	5	7	1,639	149,310	0	65	0.75%
2006	139,401	132,683	6,718	4.82%	132,635	32	6,711	4	5	1,223	137,857	0	57	0.85%
2007	142,339	136,924	5,415	3.80%	136,895	19	5,410	1	3	1,013	141,030	0	33	0.61%
2008	157,595	152,661	4,934	3.13%	152,625	26	4,932	1	0	728	156,543	0	17	0.34%
2009	99,745	97,326	2,419	2.43%	97,295	17	2,417	0	0	301	99,240	0	4	0.17%
2010	146,169	143,070	3,099	2.12%	143,029	26	3,093	4	1	250	145,641	0	4	0.13%
2011	190,009	186,512	3,497	1.84%	186,423	35	3,484	4	0	168	189,462	0	1	0.03%
Total	1,712,584	1,607,412	105,172	6.14%	1,606,959	287	105,067	68	64	22,214	1,686,157	0	984	0.94%

* NYVIP2 Data NOT Included

Appendix B

Table B-2-b-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Non Diesel Trucks

Model Year	Total Initial Test	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	23,298	0	0.000%	0	0.000%	0	0.000%	6,543	28.194%	2,524	10.843%	1,956	11.830%
1997	36,506	0	0.000%	0	0.000%	0	0.000%	10,286	28.261%	3,933	10.866%	2,922	11.493%
1998	48,741	0	0.000%	0	0.000%	0	0.000%	13,343	27.488%	4,317	8.862%	3,507	10.240%
1999	58,365	1	0.002%	1	0.002%	1	0.002%	12,607	21.666%	4,666	7.998%	3,345	8.925%
2000	74,741	0	0.000%	0	0.000%	1	0.001%	14,433	19.381%	5,916	7.919%	4,082	8.430%
2001	78,076	0	0.000%	2	0.003%	4	0.005%	10,999	14.111%	5,615	7.195%	3,472	7.226%
2002	105,400	1	0.001%	5	0.005%	7	0.007%	10,762	10.228%	5,888	5.588%	1,714	4.656%
2003	121,070	4	0.003%	16	0.013%	72	0.059%	9,674	8.035%	5,581	4.616%	1,404	3.697%
2004	139,784	16	0.011%	3	0.002%	6	0.004%	9,280	6.641%	5,438	3.891%	1,617	3.091%
2005	151,345	5	0.003%	3	0.002%	2	0.001%	8,001	5.288%	5,034	3.327%	1,764	2.525%
2006	139,401	6	0.004%	1	0.001%	5	0.004%	5,500	3.947%	3,963	2.844%	1,542	2.549%
2007	142,339	0	0.000%	2	0.001%	1	0.001%	4,219	2.965%	3,599	2.529%	1,402	2.162%
2008	157,595	1	0.001%	1	0.001%	0	0.000%	3,662	2.324%	3,340	2.120%	1,167	1.723%
2009	99,745	0	0.000%	0	0.000%	0	0.000%	1,674	1.678%	1,717	1.722%	724	1.145%
2010	146,169	1	0.001%	1	0.001%	180	0.123%	2,231	1.526%	2,707	1.852%	1,138	0.897%
2011	190,009	1	0.001%	2	0.001%	823	0.433%	2,419	1.273%	3,439	1.810%	1,684	0.902%
Total	1,712,584	36	0.002%	37	0.002%	1,102	0.064%	125,633	7.345%	67,677	3.954%	33,440	3.422%

Model Year	Total Initial Test	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	23,298	2,834	45.872%	0	0.000%	2,995	12.960%	477	23.268%	0	0.000%
1997	36,506	8,461	45.521%	0	0.000%	4,698	13.023%	6	4.082%	0	0.000%
1998	48,741	18,273	44.407%	0	0.000%	5,068	10.405%	40	10.753%	0	0.000%
1999	58,365	21,924	43.169%	0	0.000%	4,916	8.427%	1,002	23.660%	0	0.000%
2000	74,741	24,847	36.156%	0	0.000%	6,441	8.622%	2,354	21.082%	1	0.415%
2001	78,076	24,402	31.343%	0	0.000%	4,956	6.357%	2,425	23.126%	0	0.000%
2002	105,400	25,184	23.955%	0	0.000%	4,888	4.675%	742	13.982%	1	0.353%
2003	121,070	28,565	23.639%	0	0.000%	3,484	3.050%	93	4.554%	0	0.000%
2004	139,784	24,639	17.637%	0	0.000%	2,858	2.064%	616	7.040%	0	0.000%
2005	151,345	18,608	12.302%	0	0.000%	4,061	2.773%	752	7.065%	0	0.000%
2006	139,401	16,015	11.495%	0	0.000%	3,312	2.595%	335	2.969%	0	0.000%
2007	142,339	12,479	8.770%	0	0.000%	1,749	1.243%	238	2.006%	0	0.000%
2008	157,595	10,364	6.578%	0	0.000%	1,440	0.914%	209	1.506%	0	0.000%
2009	99,745	4,810	4.825%	7	2.834%	721	0.723%	38	0.716%	0	0.000%
2010	146,169	5,423	3.712%	8	2.254%	795	0.544%	54	0.781%	0	0.000%
2011	190,009	5,077	2.675%	9	1.633%	1,282	0.675%	39	0.663%	0	0.000%
Total	1,712,584	251,905	15.221%	24	0.533%	53,664	3.186%	9,420	8.538%	2	0.044%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix B

Table B-3-a-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	----- Passed OBD II ----		----- Failed OBDII -----		MIL Command		MIL Command	
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On -----	----- Not On -----	No DTC	With DTC
1996	1	1	0	0.00%	1	0	0	0	0	0	1	0
1997	3	2	1	33.33%	2	0	1	0	0	0	3	0
1998	5	4	1	20.00%	4	0	1	0	0	1	4	0
1999	27	24	3	11.11%	24	0	3	0	0	1	26	0
2000	75	64	11	14.67%	64	0	11	0	0	6	69	0
2001	97	74	23	23.71%	73	0	23	0	0	5	92	0
2002	116	82	34	29.31%	82	0	34	0	0	11	104	0
2003	1,772	1,278	494	27.88%	1,277	1	494	0	0	159	1,608	0
2004	1,821	1,340	481	26.41%	1,338	2	481	0	0	175	1,642	0
2005	2,170	1,546	624	28.76%	1,543	3	623	1	0	212	1,957	0
2006	1,987	1,586	401	20.18%	1,586	0	399	2	0	118	1,867	0
2007	3,075	2,662	413	13.43%	2,660	1	411	2	0	89	2,983	0
2008	2,415	2,059	356	14.74%	2,057	1	355	1	1	95	2,318	0
2009	4,250	3,649	601	14.14%	3,644	5	600	1	21	194	4,035	0
2010	5,346	4,667	679	12.70%	4,664	2	678	1	9	221	5,116	0
2011	12,284	10,968	1,316	10.71%	10,963	5	1,314	2	1	466	11,816	0
2012	5,977	5,830	147	2.46%	5,829	0	147	0	0	28	5,948	0
2013	3,568	3,518	50	1.40%	3,518	0	50	0	0	3	3,565	0
2014	212	211	1	0.47%	211	0	1	0	0	0	212	0
Total	45,201	39,565	5,636	12.47%	39,540	20	5,626	10	32	1,784	43,366	0

NOTE: Total Vehicles = Total Number of Initial Tests for the Year.

Appendix B

Table B-3-a-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Test	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	1	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1997	3	0	0.000%	0	0.000%	0	0.000%	2	66.667%	1	33.333%	0	0.000%
1998	5	0	0.000%	0	0.000%	0	0.000%	1	20.000%	0	0.000%	0	0.000%
1999	27	0	0.000%	0	0.000%	0	0.000%	5	18.519%	3	11.111%	3	11.111%
2000	75	0	0.000%	0	0.000%	0	0.000%	29	38.667%	2	2.667%	4	5.333%
2001	97	0	0.000%	0	0.000%	0	0.000%	15	15.464%	5	5.155%	6	6.250%
2002	116	0	0.000%	0	0.000%	0	0.000%	26	22.609%	11	9.483%	7	6.604%
2003	1,772	0	0.000%	0	0.000%	0	0.000%	353	19.932%	166	9.373%	64	3.668%
2004	1,821	0	0.000%	0	0.000%	0	0.000%	298	16.365%	169	9.281%	82	4.589%
2005	2,170	0	0.000%	0	0.000%	0	0.000%	464	21.382%	179	8.249%	88	4.229%
2006	1,987	0	0.000%	0	0.000%	0	0.000%	303	15.249%	127	6.392%	68	3.623%
2007	3,075	0	0.000%	0	0.000%	0	0.000%	397	12.911%	154	5.008%	72	2.965%
2008	2,415	0	0.000%	0	0.000%	0	0.000%	304	12.588%	148	6.128%	72	3.971%
2009	4,250	0	0.000%	0	0.000%	0	0.000%	507	11.929%	241	5.671%	86	3.304%
2010	5,346	0	0.000%	0	0.000%	0	0.000%	500	9.353%	273	5.107%	136	2.717%
2011	12,284	0	0.000%	0	0.000%	2	0.016%	968	7.880%	503	4.095%	360	2.957%
2012	5,977	0	0.000%	0	0.000%	5	0.084%	57	0.954%	77	1.288%	24	0.404%
2013	3,568	0	0.000%	0	0.000%	14	0.396%	23	0.650%	30	0.848%	15	0.425%
2014	212	0	0.000%	0	0.000%	0	0.000%	1	0.472%	0	0.000%	0	0.000%
Total	45,201	0	0.000%	0	0.000%	21	0.046%	4,253	9.416%	2,089	4.625%	1,087	2.619%

Model Year	Total Initial Test	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	1	0		0		0	0.000%	0		0	
1997	3	1	33.333%	0		1	33.333%	0		0	
1998	5	4	80.000%	0		0	0.000%	0		0	
1999	27	15	55.556%	0		3	11.111%	0		0	
2000	75	64	85.333%	0		2	2.667%	0	0.000%	0	
2001	97	73	75.258%	0	0.000%	5	5.155%	0	0.000%	0	0.000%
2002	116	82	71.304%	0	0.000%	9	7.826%	1	50.000%	0	0.000%
2003	1,772	1,342	75.776%	0	0.000%	164	9.260%	0	0.000%	0	0.000%
2004	1,821	1,278	70.181%	0	0.000%	165	9.106%	3	4.688%	0	0.000%
2005	2,170	1,370	63.134%	0	0.000%	162	7.674%	0	0.000%	0	0.000%
2006	1,987	1,163	58.678%	0	0.000%	113	5.828%	1	1.818%	0	0.000%
2007	3,075	713	23.187%	0	0.000%	126	4.378%	3	3.488%	0	0.000%
2008	2,415	964	39.917%	0	0.000%	128	5.302%	7	6.731%	0	0.000%
2009	4,250	1,852	43.576%	0	0.000%	126	2.966%	4	4.494%	0	0.000%
2010	5,346	2,269	42.443%	0	0.000%	135	2.525%	2	2.532%	0	0.000%
2011	12,284	4,600	37.447%	0	0.000%	412	3.354%	1	0.877%	0	0.000%
2012	5,977	491	8.223%	0	0.000%	11	0.184%	1	1.639%	1	2.222%
2013	3,568	191	5.415%	0	0.000%	12	0.339%	0	0.000%	0	0.000%
2014	212	15	7.075%	0		0	0.000%	0		0	
Total	45,201	16,487	36.519%	0	0.000%	1,574	3.509%	23	2.812%	1	0.211%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix B

Table B-3-b-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	----- Passed OBD II ----		----- Failed OBDII -----		MIL Command		MIL Command	
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On ----- No DTC With DTC	----- Not On ----- No DTC With DTC		
1996	0	0	0		0	0	0	0	0	0	0	0
1997	0	0	0		0	0	0	0	0	0	0	0
1998	1	0	1	100.00%	0	0	1	0	0	0	1	0
1999	2	2	0	0.00%	2	0	0	0	0	0	2	0
2000	3	3	0	0.00%	3	0	0	0	0	0	3	0
2001	21	13	8	38.10%	13	0	8	0	0	2	19	0
2002	26	17	9	34.62%	17	0	9	0	0	3	23	0
2003	89	66	23	25.84%	66	0	23	0	0	11	78	0
2004	215	176	39	18.14%	176	0	39	0	0	17	198	0
2005	270	221	49	18.15%	221	0	49	0	0	17	253	0
2006	449	377	72	16.04%	377	0	72	0	0	10	437	0
2007	809	664	145	17.92%	664	0	145	0	0	51	758	0
2008	2,555	2,189	366	14.32%	2,188	0	366	0	0	108	2,445	0
2009	3,059	2,700	359	11.74%	2,657	43	350	9	6	137	2,915	0
2010	2,359	2,182	177	7.50%	2,164	18	174	3	1	46	2,312	0
2011	5,053	4,744	309	6.12%	4,722	22	309	0	4	93	4,955	0
2012	5,816	5,631	185	3.18%	5,612	19	183	2	2	58	5,755	0
2013	1,688	1,665	23	1.36%	1,663	0	23	0	0	2	1,684	0
2014	82	82	0	0.00%	82	0	0	0	0	0	82	0
Total	22,497	20,732	1,765	7.85%	20,627	102	1,751	14	13	555	21,920	0

Appendix B

Table B-3-b-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Non Diesel Trucks

Model Year	Total Initial Test	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0		0		0		0		0		0	
1997	0	0		0		0		0		0		0	
1998	1	0	0.000%	0	0.000%	0	0.000%	1	100.000%	1	100.000%	1	100.000%
1999	2	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2000	3	0	0.000%	0	0.000%	0	0.000%	1	33.333%	0	0.000%	0	0.000%
2001	21	0	0.000%	0	0.000%	0	0.000%	5	23.810%	2	9.524%	0	0.000%
2002	26	0	0.000%	0	0.000%	0	0.000%	8	30.769%	4	15.385%	5	27.778%
2003	89	0	0.000%	0	0.000%	0	0.000%	13	14.773%	9	10.227%	2	3.922%
2004	215	0	0.000%	0	0.000%	0	0.000%	32	14.884%	11	5.116%	3	2.344%
2005	270	0	0.000%	0	0.000%	0	0.000%	28	10.370%	11	4.074%	1	0.588%
2006	449	0	0.000%	0	0.000%	0	0.000%	44	9.800%	39	8.686%	9	4.762%
2007	809	0	0.000%	0	0.000%	0	0.000%	58	7.178%	64	7.921%	12	3.871%
2008	2,555	0	0.000%	0	0.000%	0	0.000%	205	8.023%	129	5.049%	78	4.543%
2009	3,059	0	0.000%	0	0.000%	0	0.000%	166	5.428%	178	5.821%	44	1.611%
2010	2,359	0	0.000%	0	0.000%	0	0.000%	79	3.349%	88	3.730%	14	0.662%
2011	5,053	0	0.000%	0	0.000%	2	0.040%	149	2.949%	175	3.463%	91	1.826%
2012	5,816	0	0.000%	0	0.000%	4	0.069%	78	1.341%	102	1.754%	61	1.054%
2013	1,688	0	0.000%	0	0.000%	4	0.237%	4	0.237%	15	0.889%	2	0.118%
2014	82	0	0.000%	0	0.000%	1	1.220%	1	1.220%	0	0.000%	1	1.220%
Total	22,497	0	0.000%	0	0.000%	11	0.049%	872	3.877%	828	3.681%	324	1.621%

Model Year	Total Initial Test	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0		0		0		0		0	
1997	0	0		0		0		0		0	
1998	1	1	100.000%	0		1	100.000%	1	100.000%	0	
1999	2	2	100.000%	0		0	0.000%	0		0	
2000	3	1	33.333%	0		0	0.000%	0		0	
2001	21	9	42.857%	0	0.000%	1	4.762%	1	25.000%	0	0.000%
2002	26	13	50.000%	0		4	15.385%	0		0	
2003	89	52	59.091%	0	0.000%	8	9.091%	0	0.000%	0	0.000%
2004	215	93	43.256%	0	0.000%	3	1.422%	1	20.000%	0	0.000%
2005	270	104	38.519%	0	0.000%	8	3.065%	0	0.000%	0	0.000%
2006	449	193	42.984%	0	0.000%	12	4.878%	2	13.333%	0	0.000%
2007	809	362	44.802%	0	0.000%	56	7.009%	1	3.125%	0	0.000%
2008	2,555	1,200	46.967%	0	0.000%	89	3.483%	4	6.452%	0	0.000%
2009	3,059	1,750	57.283%	1	3.333%	158	5.167%	1	2.381%	0	0.000%
2010	2,359	907	38.465%	0	0.000%	64	2.713%	1	1.163%	0	0.000%
2011	5,053	1,655	32.857%	4	13.333%	125	2.474%	3	4.286%	0	0.000%
2012	5,816	1,252	21.579%	0	0.000%	75	1.290%	0	0.000%	0	0.000%
2013	1,688	99	5.865%	0	0.000%	6	0.355%	0	0.000%	0	0.000%
2014	82	9	10.976%	0		0	0.000%	0		0	
Total	22,497	7,702	34.292%	5	2.660%	610	2.739%	15	3.958%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-1-a-i : Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					----- On ----- No DTC	----- With DTC	----- Not On ----- No DTC	----- With DTC		
1997	2	1	1	50.00%	0	1	1	0	0	0.00%
1998	13	10	3	23.08%	0	1	11	0	0	0.00%
1999	17	13	4	23.53%	0	3	13	0	0	0.00%
2000	12	8	4	33.33%	0	3	8	0	0	0.00%
2001	7	5	2	28.57%	0	2	5	0	0	0.00%
2002	17	14	3	17.65%	0	3	14	0	0	0.00%
2003	21	17	4	19.05%	0	4	17	0	0	0.00%
2004	7	4	3	42.86%	0	2	5	0	0	0.00%
2005	16	15	1	6.25%	0	1	15	0	0	0.00%
2006	16	16	0	0.00%	0	0	16	0	0	0.00%
2007	3	2	1	33.33%	0	1	2	0	0	0.00%
2008	3	3	0	0.00%	0	0	3	0	0	0.00%
2009	84	81	3	3.57%	0	1	82	0	0	0.00%
2010	115	109	6	5.22%	0	1	114	0	0	0.00%
2011	166	159	7	4.22%	0	1	164	0	0	0.00%
Total	499	457	42	8.42%	0	24	470	0	0	0.00%

* NYVIP2 Data NOT Included

Appendix C

Table C-1-a-ii : Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Vehicles

Model Year	Total Initial tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Not Ready	Catalyst %	Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%			Not Ready	%	Not Ready	%
1997	2	0	0.000%	0		0		0		0		0	0.000%
1998	13	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	6	46.154%
1999	17	1	5.882%	1	5.882%	1	20.000%	0	0.000%	0	0.000%	8	47.059%
2000	12	1	8.333%	1	8.333%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	7	2	28.571%	1	14.286%	2	28.571%	0		0		1	14.286%
2002	17	4	23.529%	1	5.882%	1	5.882%	0		0		1	5.882%
2003	21	3	14.286%	1	4.762%	2	9.524%	0	0.000%	0	0.000%	2	9.524%
2004	7	1	14.286%	1	14.286%	1	14.286%	0		1	14.286%	2	28.571%
2005	16	0	0.000%	0	0.000%	0	0.000%	0		0	0.000%	0	0.000%
2006	16	0	0.000%	0	0.000%	0	0.000%	0		1	11.111%	0	0.000%
2007	3	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2008	3	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2009	84	0	0.000%	0	0.000%	0	0.000%	6	7.143%	1	12.500%	2	2.381%
2010	115	0	0.000%	0	0.000%	1	0.870%	4	3.478%	8	6.957%	6	5.217%
2011	166	0	0.000%	0	0.000%	2	1.205%	4	2.410%	4	2.410%	1	0.602%
Total	499	12	2.444%	6	1.210%	10	2.110%	14	3.714%	15	4.518%	29	5.823%

Model Year	Total Initial tests	Evaporative Systems		NOx After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	2	0		0		0		0		0	
1998	13	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1999	17	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2000	12	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	7	0		0		0		0		0	
2002	17	0		0		0		0		0	
2003	21	0	0.000%	0		0	0.000%	0		0	
2004	7	0		0		1	14.286%	0		0	
2005	16	0		0		0	0.000%	0		0	
2006	16	0		0		0	0.000%	0		0	
2007	3	0	0.000%	0		0	0.000%	0	0.000%	0	
2008	3	0		0		0		0		0	
2009	84	0	0.000%	13	15.854%	1	12.500%	0	0.000%	0	0.000%
2010	115	0		14	12.174%	10	8.696%	3	2.609%	0	
2011	166	0	0.000%	3	1.807%	9	5.422%	1	0.602%	0	0.000%
Total	499	0	0.000%	30	8.197%	21	6.422%	4	1.375%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix C

Table C-1-b-i: Summary of NYMA OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					----- On ----- No DTC	----- With DTC	----- Not On ----- No DTC	----- With DTC		
1997	9	9	0	0.00%	0	0	9	0	0	
1998	6	4	2	33.33%	0	1	4	0	0	0.00%
1999	14	12	2	14.29%	0	1	12	0	0	0.00%
2000	1	1	0	0.00%	0	0	1	0	0	
2001	7	7	0	0.00%	0	0	7	0	0	
2002	31	21	10	32.26%	0	1	30	0	0	0.00%
2003	11	8	3	27.27%	0	1	8	0	0	0.00%
2004	5	5	0	0.00%	0	0	5	0	0	
2005	16	15	1	6.25%	0	1	15	0	0	0.00%
2006	11	10	1	9.09%	0	0	10	0	0	0.00%
2007	22	17	5	22.73%	0	3	17	0	0	0.00%
2008	18	15	3	16.67%	0	0	17	0	0	0.00%
2009	41	33	8	19.51%	0	2	39	0	1	12.50%
2010	94	70	24	25.53%	0	2	92	0	0	0.00%
2011	140	112	28	20.00%	0	3	136	0	0	0.00%
Total	426	339	87	20.42%	0	15	402	0	1	1.15%

* NYVIP2 Data NOT Included

Appendix C

Table C-1-b-ii: Summary of NYMA OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Trucks

Model Year	Total Initial tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Not Ready	Catalyst %	Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%			Not Ready	%	Not Ready	%
1997	9	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1998	6	0	0.000%	0	0.000%	0	0.000%	1	33.333%	0	0.000%	0	0.000%
1999	14	0	0.000%	0	0.000%	0	0.000%	2	40.000%	0	0.000%	1	20.000%
2000	1	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	7	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2002	31	0	0.000%	0	0.000%	0	0.000%	9	34.615%	8	30.769%	0	0.000%
2003	11	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2004	5	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	3	100.000%
2005	16	6	54.545%	2	12.500%	1	6.250%	0	0.000%	0	0.000%	5	55.556%
2006	11	3	37.500%	1	9.091%	1	9.091%	0	0.000%	0	0.000%	3	50.000%
2007	22	1	4.545%	0	0.000%	0	0.000%	1	12.500%	0	0.000%	2	10.526%
2008	18	0	0.000%	0	0.000%	0	0.000%	3	37.500%	2	50.000%	2	11.111%
2009	41	0	0.000%	0	0.000%	0	0.000%	11	26.829%	2	6.452%	5	12.195%
2010	94	0	0.000%	1	1.064%	5	5.319%	36	38.298%	19	20.213%	17	18.085%
2011	140	0	0.000%	2	1.429%	9	6.429%	37	26.429%	15	10.714%	16	11.429%
Total	426	10	2.114%	6	1.523%	16	4.134%	100	29.851%	46	14.465%	54	15.607%

Model Year	Total Initial tests	Evaporative Systems		NOx After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	9	0		0		0	0.000%	0		0	
1998	6	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1999	14	3	60.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2000	1	0	0.000%	0		0	0.000%	0		0	
2001	7	0	0.000%	0		0	0.000%	0		0	
2002	31	11	42.308%	0		2	7.692%	0		0	
2003	11	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2004	5	0		0		0		0		0	
2005	16	0		0		0		0		0	
2006	11	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2007	22	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2008	18	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2009	41	0		6	15.385%	5	16.129%	1	12.500%	0	
2010	94	0		13	13.830%	40	42.553%	10	10.638%	0	
2011	140	0	0.000%	16	11.511%	45	32.143%	12	8.633%	0	0.000%
Total	426	14	28.571%	35	12.456%	92	28.931%	23	9.200%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix C

Table C-2-a-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					----- On ----- No DTC With DTC	----- Not On ----- No DTC With DTC	----- Not On ----- No DTC With DTC			
1997	120	85	35	29.17%	0	34	85	0	0	0.00%
1998	269	197	72	26.77%	0	68	197	0	0	0.00%
1999	302	249	53	17.55%	0	50	249	0	0	0.00%
2000	279	219	60	21.51%	0	58	220	0	0	0.00%
2001	280	228	52	18.57%	0	45	229	0	0	0.00%
2002	662	552	110	16.62%	0	105	552	0	1	0.91%
2003	744	629	115	15.46%	0	108	630	0	0	0.00%
2004	260	235	25	9.62%	0	11	248	0	0	0.00%
2005	370	332	38	10.27%	0	25	345	0	0	0.00%
2006	423	400	23	5.44%	0	12	408	0	0	0.00%
2007	24	23	1	4.17%	0	0	24	0	0	0.00%
2008	29	27	2	6.90%	0	1	28	0	0	0.00%
2009	1,375	1,315	60	4.36%	0	36	1,333	0	1	1.67%
2010	2,141	2,032	109	5.09%	0	35	2,103	0	1	0.92%
2011	2,002	1,912	90	4.50%	0	12	1,983	0	0	0.00%
Total	9,280	8,435	845	9.11%	0	600	8,634	0	3	0.36%

* NYVIP2 Data NOT Included

Appendix C

Table C-2-a-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Vehicles

Model Year	Total Initial tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Not Ready	Catalyst %	Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%			Not Ready	%	Not Ready	%
1997	120	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	34	29.060%
1998	269	10	3.717%	10	3.731%	6	8.824%	0	0.000%	0	0.000%	82	30.712%
1999	302	18	5.960%	30	9.967%	13	6.771%	3	30.000%	0	0.000%	67	22.259%
2000	279	42	15.108%	34	12.230%	15	5.396%	1	16.667%	1	16.667%	34	12.364%
2001	280	36	12.903%	20	7.168%	16	5.735%	0	0.000%	0	0.000%	25	9.025%
2002	662	69	10.439%	36	5.446%	31	4.690%	1	7.143%	0	0.000%	58	8.815%
2003	744	79	10.633%	45	6.057%	60	8.075%	0	0.000%	0	0.000%	57	7.682%
2004	260	24	9.231%	10	3.861%	12	4.615%	0	0.000%	17	6.615%	22	8.527%
2005	370	14	4.698%	5	1.351%	6	1.622%	0	0.000%	15	5.034%	24	6.504%
2006	423	1	0.279%	10	2.364%	1	0.236%	0	0.000%	10	2.786%	17	4.048%
2007	24	0	0.000%	1	4.167%	0	0.000%	4	16.667%	1	4.348%	0	0.000%
2008	29	0	0.000%	0	0.000%	0	0.000%	6	20.690%	2	7.143%	1	3.448%
2009	1,375	0	0.000%	14	1.018%	0	0.000%	96	6.987%	2	5.882%	56	4.073%
2010	2,141	0	0.000%	6	0.280%	2	0.093%	92	4.297%	131	6.119%	60	2.805%
2011	2,002	0	0.000%	5	0.250%	6	0.300%	60	2.999%	65	3.248%	41	2.049%
Total	9,280	293	3.206%	226	2.468%	168	1.898%	263	4.649%	244	4.694%	578	6.248%

Model Year	Total Initial tests	Evaporative Systems		NOx After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	120	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1998	269	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1999	302	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2000	279	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	280	1	11.111%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2002	662	1	9.091%	0	0.000%	0	0.000%	1	12.500%	0	0.000%
2003	744	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2004	260	0	0.000%	0	0.000%	14	5.447%	0	0.000%	0	0.000%
2005	370	0	0.000%	0	0.000%	13	4.362%	0	0.000%	0	0.000%
2006	423	0	0.000%	0	0.000%	10	2.793%	0	0.000%	0	0.000%
2007	24	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2008	29	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2009	1,375	0	0.000%	152	11.136%	4	13.333%	1	3.704%	0	0.000%
2010	2,141	0	0.000%	154	7.200%	166	7.753%	24	1.122%	0	0.000%
2011	2,002	0	0.000%	71	3.554%	87	4.352%	22	1.101%	0	0.000%
Total	9,280	2	2.151%	377	6.804%	294	5.717%	48	1.139%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix C

Table C-2-b-i: Summary of Upstate OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					----- On ----- No DTC	----- With DTC	----- Not On ----- No DTC	----- With DTC		
1997	59	47	12	20.34%	0	9	48	0	0	0.00%
1998	60	50	10	16.67%	0	7	51	0	0	0.00%
1999	52	46	6	11.54%	0	4	46	0	0	0.00%
2000	22	19	3	13.64%	0	0	20	0	0	0.00%
2001	44	41	3	6.82%	0	1	41	0	0	0.00%
2002	39	34	5	12.82%	0	0	38	0	0	0.00%
2003	68	53	15	22.06%	0	10	54	0	0	0.00%
2004	61	55	6	9.84%	0	4	56	0	0	0.00%
2005	142	116	26	18.31%	0	22	117	0	0	0.00%
2006	188	162	26	13.83%	0	12	166	0	1	3.85%
2007	121	103	18	14.88%	0	11	106	0	0	0.00%
2008	121	114	7	5.79%	0	5	116	0	0	0.00%
2009	310	263	47	15.16%	0	13	295	0	0	0.00%
2010	462	401	61	13.20%	0	4	456	0	0	0.00%
2011	996	869	127	12.75%	0	13	977	0	2	1.57%
Total	2,745	2,373	372	13.55%	0	115	2,587	0	3	0.81%

* NYVIP2 Data NOT Included

Appendix C

Table C-2-b-ii: Summary of Upstate OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

Light Duty Diesel Trucks

Model Year	Total Initial tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Not Ready	Catalyst %	Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%			Not Ready	%	Not Ready	%
1997	59	0	0.000%	0	0.000%	0	0.000%	2	50.000%	1	25.000%	5	17.241%
1998	60	0	0.000%	2	4.444%	0	0.000%	2	20.000%	1	9.091%	10	34.483%
1999	52	0	0.000%	1	2.778%	0	0.000%	2	20.000%	1	10.000%	1	8.333%
2000	22	1	4.545%	0	0.000%	0	0.000%	1	14.286%	1	14.286%	1	16.667%
2001	44	0	0.000%	0	0.000%	0	0.000%	1	12.500%	0	0.000%	0	0.000%
2002	39	1	3.333%	0	0.000%	0	0.000%	4	23.529%	4	22.222%	1	16.667%
2003	68	0	0.000%	0	0.000%	0	0.000%	1	3.704%	0	0.000%	0	0.000%
2004	61	4	14.286%	2	4.444%	1	2.273%	1	9.091%	1	5.263%	11	36.667%
2005	142	15	12.821%	6	4.225%	0	0.000%	3	21.429%	1	7.143%	15	13.274%
2006	188	21	14.286%	2	1.064%	7	3.763%	4	10.526%	3	5.085%	16	13.115%
2007	121	4	3.390%	2	1.653%	4	3.390%	5	16.129%	3	14.286%	7	6.667%
2008	121	0	0.000%	0	0.000%	0	0.000%	4	13.333%	2	15.385%	5	4.132%
2009	310	0	0.000%	5	1.613%	0	0.000%	63	20.323%	20	8.032%	33	10.714%
2010	462	0	0.000%	4	0.866%	13	2.814%	99	21.429%	47	10.195%	56	12.121%
2011	996	0	0.000%	4	0.402%	39	3.916%	167	16.767%	85	8.534%	88	8.835%
Total	2,745	46	0.505%	28	1.102%	64	2.597%	359	18.177%	170	8.868%	249	10.596%

Model Year	Total Initial tests	Evaporative Systems		NOx After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	59	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
1998	60	1	14.286%	0	0.000%	3	27.273%	0	0.000%	0	0.000%
1999	52	1	11.111%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2000	22	1	14.286%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2001	44	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2002	39	7	38.889%	0	0.000%	2	11.111%	0	0.000%	0	0.000%
2003	68	4	14.815%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2004	61	3	27.273%	0	0.000%	1	5.263%	0	0.000%	0	0.000%
2005	142	1	7.692%	0	0.000%	1	7.692%	0	0.000%	0	0.000%
2006	188	4	10.811%	0	0.000%	1	1.695%	0	0.000%	0	0.000%
2007	121	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2008	121	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2009	310	0	0.000%	30	10.033%	21	8.434%	2	2.410%	0	0.000%
2010	462	0	0.000%	39	8.478%	121	26.247%	26	5.652%	0	0.000%
2011	996	0	0.000%	64	6.439%	216	21.687%	43	4.326%	0	0.000%
Total	2,745	22	13.253%	133	7.443%	366	19.132%	71	4.505%	0	0.000%

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

* NYVIP2 Data NOT Included

Appendix C

Table C-3-a-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On -----		MIL Command ----- Not On -----	
					No DTC	With DTC	No DTC	With DTC
1997	0	0	0		0	0	0	0
1998	0	0	0		0	0	0	0
1999	0	0	0		0	0	0	0
2000	0	0	0		0	0	0	0
2001	0	0	0		0	0	0	0
2002	0	0	0		0	0	0	0
2003	2	1	1	50.00%	0	1	1	0
2004	0	0	0		0	0	0	0
2005	0	0	0		0	0	0	0
2006	0	0	0		0	0	0	0
2007	1	1	0	0.00%	0	0	1	0
2008	1	1	0	0.00%	0	0	1	0
2009	3	3	0	0.00%	0	0	3	0
2010	1	1	0	0.00%	0	0	1	0
2011	15	13	2	13.33%	0	0	15	0
2012	4	3	1	25.00%	0	0	4	0
2013	4	3	1	25.00%	0	0	4	0
2014	0	0	0		0	0	0	0
Total	31	26	5	16.13%	0	1	30	0

Appendix C

Table C-3-a-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Diesel Vehicles

Model Year	Total Initial tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Not Ready	Catalyst %	Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%			Not Ready	%	Not Ready	%
1997	0	0		0		0		0		0		0	
1998	0	0		0		0		0		0		0	
1999	0	0		0		0		0		0		0	
2000	0	0		0		0		0		0		0	
2001	0	0		0		0		0		0		0	
2002	0	0		0		0		0		0		0	
2003	2	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0		0	0.000%
2004	0	0		0		0		0		0		0	
2005	0	0		0		0		0		0		0	
2006	0	0		0		0		0		0		0	
2007	1	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0		0	
2008	1	0	0.000%	0	0.000%	0	0.000%	1	100.000%	0	0.000%	0	0.000%
2009	3	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2010	1	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2011	15	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2012	4	0	0.000%	0	0.000%	0	0.000%	1	25.000%	1	25.000%	0	0.000%
2013	4	0	0.000%	0	0.000%	0	0.000%	0	0.000%	1		0	0.000%
2014	0	0		0		0		0		0		0	
Total	31	0	0.000%	0	0.000%	0	0.000%	2	6.452%	2	6.452%	0	0.000%

Model Year	Total Initial tests	Evaporative Systems		NOx After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	0	0		0		0		0		0	
1998	0	0		0		0		0		0	
1999	0	0		0		0		0		0	
2000	0	0		0		0		0		0	
2001	0	0		0		0		0		0	
2002	0	0		0		0		0		0	
2003	2	0	0.000%	0		0	0.000%	0		0	
2004	0	0		0		0		0		0	
2005	0	0		0		0		0		0	
2006	0	0		0		0		0		0	
2007	1	0	0.000%	0		0	0.000%	0	0.000%	0	
2008	1	0	0.000%	0		0	0.000%	0		0	
2009	3	1	33.333%	0		0	0.000%	0	0.000%	0	
2010	1	0		0	0.000%	0	0.000%	0	0.000%	0	
2011	15	0		2	13.333%	8	53.333%	0	0.000%	0	
2012	4	0		0	0.000%	1	25.000%	0	0.000%	0	
2013	4	1	50.000%	0	0.000%	0	0.000%	1	25.000%	0	
2014	0	0		0		0		0		0	
Total	31	0	0.000%	2	9.091%	9	29.032%	1	3.846%	0	

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix C

Table C-3-b-i: Summary of TLC Taxi OBD II Inspection Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command		MIL Command	
					----- No DTC	On ----- With DTC	----- No DTC	Not On ----- With DTC
1997	0	0	0		0	0	0	0
1998	0	0	0		0	0	0	0
1999	0	0	0		0	0	0	0
2000	0	0	0		0	0	0	0
2001	0	0	0		0	0	0	0
2002	0	0	0		0	0	0	0
2003	0	0	0		0	0	0	0
2004	0	0	0		0	0	0	0
2005	0	0	0		0	0	0	0
2006	0	0	0		0	0	0	0
2007	0	0	0		0	0	0	0
2008	0	0	0		0	0	0	0
2009	3	3	0	0.00%	0	0	3	0
2010	2	2	0	0.00%	0	0	2	0
2011	11	10	1	9.09%	0	0	11	0
2012	12	10	2	16.67%	0	1	11	0
2013	1	1	0	0.00%	0	0	1	0
2014	0	0	0		0	0	0	0
Total	29	26	3	10.34%	0	1	28	0

Appendix C

Table C-3-b-ii: Summary of TLC Taxi OBD II Readiness Status Results

(Based on Data Collected from 1/1/2013 to 12/31/2013)

Light Duty Diesel Trucks

Model Year	Total Initial tests	Comprehensive Comp. Not Ready	Comprehensive Comp. %	Misfire Not Ready	Misfire %	Fuel Control Not Ready	Fuel Control %	NMHC Catalyst Not Ready	NMHC Catalyst %	Exhaust Gas Sensor Not Ready	Exhaust Gas Sensor %	VVT Not Ready	VVT %
1997	0	0		0		0		0		0		0	
1998	0	0		0		0		0		0		0	
1999	0	0		0		0		0		0		0	
2000	0	0		0		0		0		0		0	
2001	0	0		0		0		0		0		0	
2002	0	0		0		0		0		0		0	
2003	0	0		0		0		0		0		0	
2004	0	0		0		0		0		0		0	
2005	0	0		0		0		0		0		0	
2006	0	0		0		0		0		0		0	
2007	0	0		0		0		0		0		0	
2008	0	0		0		0		0		0		0	
2009	3	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2010	2	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2011	11	0	0.000%	0	0.000%	0	0.000%	1	9.091%	0	0.000%	0	0.000%
2012	12	0	0.000%	0	0.000%	0	0.000%	1	8.333%	1	8.333%	0	0.000%
2013	1	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%	0	0.000%
2014	0	0		0		0		0		0		0	
Total	29	0	0.000%	0	0.000%	0	0.000%	2	6.897%	1	3.448%	0	0.000%

Model Year	Total Initial tests	Evaporative Systems Not Ready	Evaporative Systems %	NOx After Treatment Not Ready	NOx After Treatment %	PM Filter Not Ready	PM Filter %	Boost Pressure Not Ready	Boost Pressure %	Air Conditioning Not Ready	Air Conditioning %	0.000%
1997	0	0		0		0		0		0		
1998	0	0		0		0		0		0		
1999	0	0		0		0		0		0		
2000	0	0		0		0		0		0		
2001	0	0		0		0		0		0		
2002	0	0		0		0		0		0		
2003	0	0		0		0		0		0		
2004	0	0		0		0		0		0		
2005	0	0		0		0		0		0		
2006	0	0		0		0		0		0		
2007	0	0		0		0		0		0		
2008	0	0		0		0		0		0		
2009	3	0		0	0.000%	0	0.000%	0		0		
2010	2	0		0	0.000%	1	50.000%	0	0.000%	0		
2011	11	0	0.000%	0	0.000%	2	18.182%	0	0.000%	0	0.000%	
2012	12	0	0.000%	0	0.000%	1	8.333%	0	0.000%	0		
2013	1	0	0.000%	0		0	0.000%	0		0		
2014	0	0		0		0		0		0		
Total	29	0	0.000%	0	0.000%	4	13.793%	0	0.000%	0	0.000%	

NOTE: % (Not Ready) = Not Ready / (Total Vehicles - Unsupported)*100.0.

Appendix D

Table D-1: Summary of OBD II Initial Test Volumes and Failure Rates by County in NYMA

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Bronx				County : Kings				County : Nassau				
Total OBD II Stations:		250		Total OBD II Stations:		462		Total OBD II Stations:		773		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	3,381	8.81%	1,984	11.54%	4,708	9.54%	2,309	14.38%	6,567	8.48%	2,865	10.92%
1997	4,608	9.03%	3,267	10.35%	6,423	11.46%	3,931	13.56%	9,442	8.62%	4,817	12.17%
1998	5,686	9.50%	4,302	9.69%	8,089	9.79%	5,259	12.11%	11,926	8.21%	6,068	11.17%
1999	6,594	8.31%	5,860	10.70%	9,738	9.34%	7,485	11.09%	14,348	8.36%	8,167	9.54%
2000	8,394	9.58%	7,522	9.19%	12,820	9.83%	9,425	9.95%	18,738	7.90%	10,308	8.55%
2001	8,166	11.77%	8,339	13.32%	12,207	12.86%	9,719	14.24%	19,405	10.68%	11,469	12.31%
2002	8,567	10.24%	10,619	10.62%	13,514	10.39%	12,855	11.38%	22,466	8.00%	15,350	9.23%
2003	11,342	8.51%	10,291	9.16%	15,602	9.07%	13,282	9.25%	25,265	6.58%	17,288	7.58%
2004	9,966	8.25%	10,709	7.32%	14,474	7.70%	15,632	6.79%	23,861	5.81%	20,441	6.14%
2005	9,883	7.47%	10,366	7.37%	15,403	6.30%	15,347	7.10%	24,673	4.90%	19,310	5.21%
2006	9,250	5.94%	8,725	6.45%	15,389	5.56%	14,314	5.78%	25,674	4.30%	18,287	4.52%
2007	10,563	4.73%	8,366	4.86%	16,967	4.17%	13,815	4.59%	28,840	2.99%	20,248	3.91%
2008	8,787	4.37%	7,434	4.44%	14,244	4.14%	12,864	4.21%	29,413	3.04%	22,603	3.30%
2009	9,073	4.24%	4,372	4.67%	13,658	3.97%	8,029	3.64%	28,865	2.70%	16,156	2.96%
2010	9,338	3.90%	5,881	4.34%	14,704	3.88%	12,088	3.95%	34,219	2.78%	27,547	3.17%
2011	8,554	3.27%	7,371	3.05%	17,147	3.97%	20,100	3.00%	41,993	2.67%	42,618	2.06%
Total	132,152	7.14%	115,408	7.81%	205,087	7.10%	176,454	7.30%	365,695	5.16%	263,542	5.40%

County : New York				County : Queens				County : Richmond				
Total OBD II Stations:		102		Total OBD II Stations:		604		Total OBD II Stations:		166		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	726	7.71%	295	11.19%	6,412	8.28%	2,977	11.89%	1,329	7.15%	630	12.38%
1997	1,034	8.99%	572	10.31%	9,048	10.02%	4,996	11.69%	1,930	10.88%	1,054	11.39%
1998	1,364	10.19%	758	11.08%	11,124	8.83%	6,839	10.76%	2,541	9.05%	1,393	10.70%
1999	1,725	9.10%	1,129	8.50%	13,508	8.16%	9,111	9.38%	2,992	8.39%	1,818	11.17%
2000	2,130	8.17%	1,313	8.83%	17,615	8.07%	11,905	8.76%	4,286	8.91%	2,394	9.73%
2001	2,353	10.79%	1,746	13.12%	16,811	11.70%	12,768	13.20%	4,452	11.07%	2,596	13.10%
2002	2,613	7.31%	2,231	10.58%	19,005	8.32%	16,726	10.00%	5,189	8.09%	3,919	9.52%
2003	3,390	7.82%	2,383	8.98%	21,712	7.07%	16,976	8.08%	5,911	6.87%	4,469	8.35%
2004	3,488	7.05%	3,128	6.23%	20,400	6.19%	19,858	6.06%	5,654	5.80%	5,069	6.33%
2005	3,807	6.33%	3,157	6.24%	21,938	5.94%	19,638	5.90%	5,825	5.13%	4,878	5.56%
2006	4,187	5.25%	3,262	5.79%	22,618	4.98%	17,917	5.02%	5,622	3.47%	4,435	4.55%
2007	5,227	4.36%	3,631	4.98%	26,282	3.84%	18,886	4.70%	6,284	2.45%	4,722	4.17%
2008	5,123	3.77%	4,219	4.34%	22,568	3.58%	18,504	3.75%	6,117	0.00%	5,000	2.76%
2009	4,759	4.27%	2,966	5.26%	22,171	3.45%	11,891	3.49%	6,196	2.49%	3,508	2.74%
2010	5,751	4.71%	5,218	4.71%	26,007	3.74%	19,510	4.12%	6,887	2.32%	5,521	2.61%
2011	8,098	4.35%	7,687	4.03%	26,419	3.37%	26,083	2.98%	9,643	2.34%	10,072	1.53%
Total	55,775	5.89%	43,695	6.23%	303,638	5.98%	234,585	6.45%	80,858	4.95%	61,478	5.52%

* NYVIP2 Data NOT Included

Appendix D

Table D-1: Summary of OBD II Initial Test Volumes and Failure Rates by County in NYMA

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Rockland					County : Suffolk					County : Westchester				
Total OBD II Stations:		138			Total OBD II Stations:		832			Total OBD II Stations:		466		
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks			
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed		
1996	1,318	8.42%	496	11.49%	8,136	8.75%	5,033	11.38%	3,951	7.47%	1,817	11.28%		
1997	1,867	11.78%	815	12.27%	11,296	9.97%	7,704	11.98%	5,980	9.10%	2,922	11.57%		
1998	2,360	10.25%	1,227	13.28%	13,841	8.90%	9,791	11.07%	7,560	8.58%	3,671	10.87%		
1999	2,994	9.95%	1,511	10.66%	17,273	9.19%	12,952	9.05%	9,101	8.28%	4,911	9.43%		
2000	3,952	9.92%	2,124	10.92%	22,139	8.84%	15,672	8.72%	11,787	7.90%	6,446	8.56%		
2001	4,088	12.45%	2,521	14.84%	22,875	11.90%	17,096	13.21%	12,315	10.53%	7,516	12.23%		
2002	4,862	9.21%	3,419	10.24%	26,141	9.19%	22,431	9.54%	14,620	8.50%	10,168	9.74%		
2003	5,497	7.91%	3,979	8.95%	28,371	7.22%	24,779	8.18%	16,360	6.62%	11,676	7.77%		
2004	5,400	6.43%	4,983	6.56%	26,590	6.15%	28,616	6.49%	16,474	5.87%	14,334	5.99%		
2005	5,816	4.76%	4,604	5.89%	28,185	5.24%	25,868	5.71%	17,344	5.05%	13,944	5.35%		
2006	5,490	4.13%	4,726	4.44%	28,996	4.44%	23,169	4.64%	17,511	4.21%	13,758	4.45%		
2007	6,416	3.21%	4,869	3.25%	31,529	3.31%	25,364	3.89%	20,054	2.75%	14,807	3.59%		
2008	6,670	2.82%	5,031	3.10%	32,602	3.00%	27,441	3.16%	20,226	2.96%	15,755	3.14%		
2009	6,351	2.36%	3,386	2.07%	30,777	2.73%	18,245	2.78%	19,390	2.78%	11,084	3.18%		
2010	7,353	2.69%	5,514	2.72%	35,961	2.76%	29,422	3.08%	22,165	3.16%	18,561	3.39%		
2011	8,180	2.57%	8,044	2.20%	40,784	2.39%	40,749	2.19%	26,483	2.60%	27,855	2.32%		
Total	78,614	5.67%	57,249	5.79%	405,496	5.68%	334,332	6.02%	241,321	5.16%	179,225	5.38%		

County : Others**				
Total OBD II Stations:		1		
Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Failed	Volume	% Failed
1996	0		0	
1997	0		0	
1998	0		1	0.00%
1999	0		0	
2000	0		0	
2001	2	0.00%	0	
2002	3	0.00%	0	
2003	0		4	0.00%
2004	0		1	0.00%
2005	2	0.00%	3	33.33%
2006	0		2	50.00%
2007	6	0.00%	2	0.00%
2008	18	0.00%	14	0.00%
2009	3	0.00%	8	12.50%
2010	5	0.00%	14	7.14%
2011	2	0.00%	10	10.00%
Total	41	0.00%	59	8.62%

* NYVIP2 Data NOT Included

** Includes Port of New Jersey and testing facilities with unknown NYMA counties.

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Albany					County : Allegany				County : Broome			
Total OBD II Stations:		252			Total OBD II Stations:		62		Total OBD II Stations:		165	
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	1,304	9.13%	647	12.36%	167	6.59%	273	9.89%	1,013	8.00%	700	12.57%
1997	1,945	10.80%	1,023	12.61%	276	9.06%	412	11.41%	1,541	9.21%	1,134	12.26%
1998	2,502	10.31%	1,364	11.80%	312	11.86%	502	13.15%	1,846	8.13%	1,411	11.62%
1999	3,300	9.30%	1,820	9.01%	419	14.32%	538	9.29%	2,451	9.14%	1,802	9.88%
2000	4,379	8.93%	2,430	10.74%	556	13.31%	632	10.92%	3,199	9.57%	2,238	9.70%
2001	4,751	11.68%	2,675	15.29%	571	16.29%	695	16.12%	3,325	11.55%	2,303	14.63%
2002	5,819	9.40%	3,732	9.62%	661	10.59%	841	14.98%	3,775	10.04%	3,082	10.12%
2003	6,525	6.59%	4,621	7.99%	667	7.65%	862	10.67%	3,860	6.99%	3,289	8.48%
2004	6,645	5.46%	5,509	5.72%	657	7.61%	939	7.45%	3,817	6.03%	3,938	6.68%
2005	7,346	4.23%	6,217	5.55%	676	5.18%	1,059	5.85%	4,527	4.90%	4,492	4.96%
2006	7,591	3.93%	5,726	4.40%	620	5.65%	938	4.90%	4,321	3.91%	3,961	4.42%
2007	8,646	2.76%	6,202	3.56%	619	4.68%	860	4.53%	4,840	2.79%	4,016	3.26%
2008	9,802	2.60%	7,422	2.91%	627	3.99%	802	2.74%	4,518	2.55%	3,806	2.39%
2009	9,543	2.60%	5,075	2.50%	467	1.93%	453	1.55%	4,069	2.31%	2,200	1.86%
2010	10,225	2.23%	7,889	2.18%	389	1.80%	535	1.68%	4,114	1.75%	3,140	1.72%
2011	10,144	1.99%	10,756	1.90%	386	2.85%	684	1.90%	3,941	1.73%	4,356	1.29%
Total	100,467	4.94%	73,108	5.18%	8,070	7.71%	11,025	7.77%	55,157	5.51%	45,868	5.99%

County : Cattaraugus					County : Cayuga				County : Chautauqua			
Total OBD II Stations:		88			Total OBD II Stations:		82		Total OBD II Stations:		139	
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	231	7.79%	355	11.27%	251	7.57%	319	12.23%	521	8.83%	570	12.28%
1997	351	9.69%	500	14.00%	374	8.56%	425	8.00%	752	9.97%	888	12.95%
1998	470	10.00%	688	11.34%	510	12.35%	637	14.76%	1,052	9.51%	1,160	11.03%
1999	613	13.05%	761	13.80%	660	13.03%	711	12.80%	1,304	10.97%	1,416	11.02%
2000	779	11.81%	961	11.13%	885	12.20%	941	10.31%	1,745	10.60%	1,711	10.34%
2001	871	15.84%	977	16.48%	1,068	13.95%	922	16.59%	1,838	13.82%	1,772	18.45%
2002	1,016	12.30%	1,302	12.06%	1,162	11.96%	1,243	11.99%	2,183	10.35%	2,404	11.36%
2003	1,083	7.48%	1,481	11.61%	1,338	8.30%	1,357	10.10%	2,306	9.02%	2,676	9.27%
2004	1,080	9.44%	1,599	8.88%	1,340	7.09%	1,594	7.09%	2,377	6.27%	2,918	7.78%
2005	1,239	6.38%	1,797	6.96%	1,507	4.38%	1,820	6.98%	2,457	5.54%	3,476	5.90%
2006	1,112	6.21%	1,716	6.59%	1,421	5.98%	1,632	5.45%	2,353	5.18%	3,156	4.50%
2007	1,326	4.83%	1,736	4.03%	1,626	4.06%	1,702	4.76%	2,694	3.97%	3,115	4.01%
2008	1,379	3.92%	1,909	3.04%	1,644	3.59%	1,868	3.37%	2,901	3.34%	3,468	3.32%
2009	1,230	2.68%	1,107	2.98%	1,412	2.62%	1,152	2.00%	2,552	2.70%	2,063	2.67%
2010	1,011	2.18%	1,425	2.46%	1,366	2.78%	1,722	3.25%	2,337	2.78%	2,937	2.18%
2011	970	2.27%	1,758	1.54%	1,362	1.69%	2,168	2.26%	2,053	1.75%	3,594	1.34%
Total	14,761	7.18%	20,072	7.44%	17,926	6.56%	20,213	6.90%	31,425	6.42%	37,324	6.63%

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Chemung					County : Chenango				County : Clinton			
Total OBD II Stations:		68			Total OBD II Stations:		55		Total OBD II Stations:		81	
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	381	8.14%	355	13.24%	250	9.20%	311	12.86%	297	8.08%	328	12.50%
1997	591	8.46%	638	8.46%	374	10.70%	499	10.02%	489	9.41%	542	9.04%
1998	740	10.27%	780	9.36%	465	12.26%	653	14.40%	681	8.37%	676	11.69%
1999	960	9.48%	924	8.55%	625	9.76%	757	7.93%	808	9.90%	774	10.85%
2000	1,292	9.75%	1,194	8.21%	787	10.29%	909	10.45%	1,097	9.48%	945	8.47%
2001	1,272	12.89%	1,032	13.66%	784	15.56%	900	16.33%	1,127	13.40%	1,043	15.24%
2002	1,273	7.70%	1,430	10.42%	945	10.48%	1,131	9.81%	1,389	9.94%	1,183	12.60%
2003	1,358	8.03%	1,495	8.49%	972	9.67%	1,111	9.54%	1,465	8.67%	1,454	8.39%
2004	1,389	5.98%	1,741	6.55%	919	8.27%	1,316	6.61%	1,466	6.62%	1,526	6.16%
2005	1,697	5.01%	1,981	5.05%	1,070	5.98%	1,450	6.21%	1,691	5.14%	1,511	5.56%
2006	1,607	4.11%	1,814	5.18%	1,051	4.28%	1,392	3.81%	1,613	4.03%	1,554	4.18%
2007	1,799	2.89%	1,776	2.82%	1,095	2.83%	1,184	2.87%	1,777	3.21%	1,679	3.22%
2008	1,863	2.95%	1,818	2.53%	1,138	1.93%	1,200	2.50%	1,892	3.49%	1,999	3.60%
2009	1,536	2.34%	1,042	2.30%	941	2.02%	679	1.77%	1,773	2.59%	1,414	2.55%
2010	1,837	2.94%	1,904	1.84%	843	2.02%	1,021	1.18%	1,607	2.30%	2,079	2.02%
2011	2,360	3.14%	2,628	2.25%	703	1.85%	1,119	1.52%	1,699	1.82%	2,810	1.57%
Total	21,955	5.69%	22,552	5.72%	12,962	6.67%	15,632	6.64%	20,871	5.81%	21,517	5.83%

County : Columbia					County : Cortland				County : Delaware			
Total OBD II Stations:		67			Total OBD II Stations:		53		Total OBD II Stations:		56	
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	364	6.04%	298	12.75%	180	10.00%	191	10.47%	210	8.10%	256	12.11%
1997	485	10.31%	436	9.86%	268	10.07%	300	13.00%	272	11.76%	351	11.11%
1998	666	11.41%	527	12.71%	306	11.44%	410	12.68%	371	12.13%	478	10.46%
1999	843	11.39%	659	10.17%	432	12.04%	459	11.33%	485	12.78%	569	11.07%
2000	951	12.09%	840	10.60%	623	12.36%	613	10.11%	579	10.36%	634	10.25%
2001	1,059	10.29%	956	12.87%	672	16.67%	653	17.61%	642	15.89%	696	20.26%
2002	1,146	10.38%	1,098	10.29%	807	10.78%	852	10.92%	793	10.72%	844	12.91%
2003	1,265	7.35%	1,233	7.62%	871	10.91%	952	11.03%	772	8.16%	965	9.84%
2004	1,167	6.43%	1,376	6.25%	872	9.86%	1,154	8.32%	778	7.33%	1,061	8.20%
2005	1,305	4.44%	1,267	5.45%	988	4.66%	1,300	5.92%	898	6.90%	1,126	6.93%
2006	1,103	3.90%	1,119	3.22%	1,041	4.90%	1,193	6.04%	831	6.02%	1,129	4.61%
2007	1,155	3.46%	1,054	3.13%	1,030	3.98%	1,117	4.48%	892	4.60%	1,042	5.57%
2008	1,118	2.42%	1,118	2.68%	1,210	2.64%	1,109	2.80%	800	3.13%	1,005	3.28%
2009	1,055	2.09%	789	1.14%	923	2.60%	678	2.80%	713	3.09%	558	2.15%
2010	963	1.35%	955	1.26%	951	2.84%	1,088	2.30%	665	1.95%	773	1.55%
2011	779	1.54%	1,107	1.36%	948	2.11%	1,242	1.85%	518	2.32%	833	1.32%
Total	15,424	6.29%	14,832	6.23%	12,122	6.85%	13,311	6.99%	10,219	7.32%	12,320	7.60%

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Dutchess					County : Erie				County : Essex			
Total OBD II Stations:		243			Total OBD II Stations:		807		Total OBD II Stations:		34	
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	1,461	9.24%	806	12.66%	3,058	8.40%	1,931	11.03%	118	6.78%	164	18.29%
1997	2,270	10.00%	1,434	12.90%	4,603	9.36%	3,220	12.70%	178	10.67%	225	11.11%
1998	2,958	8.79%	1,795	12.98%	6,090	10.02%	4,317	12.00%	231	14.72%	301	13.29%
1999	3,565	9.03%	2,158	9.82%	8,247	10.93%	5,626	10.63%	280	12.86%	336	8.04%
2000	4,698	8.81%	2,773	9.45%	10,949	10.07%	7,413	11.26%	392	11.22%	434	14.29%
2001	4,915	11.80%	3,175	13.48%	12,648	12.81%	7,871	14.48%	372	19.89%	454	21.81%
2002	5,680	9.17%	4,181	9.42%	15,388	9.60%	12,228	9.72%	465	16.56%	546	14.65%
2003	6,093	7.85%	4,936	7.84%	17,682	7.09%	13,916	8.28%	527	11.39%	650	13.08%
2004	5,915	6.00%	5,876	6.77%	17,378	6.58%	15,544	6.32%	460	8.04%	818	9.78%
2005	6,513	4.93%	5,718	5.49%	19,222	5.06%	17,433	5.41%	567	6.35%	797	7.03%
2006	6,492	3.99%	5,432	4.27%	18,876	4.83%	16,419	4.74%	528	7.39%	700	5.14%
2007	6,998	3.10%	5,266	3.42%	22,436	3.55%	18,376	3.61%	629	4.61%	751	3.99%
2008	7,132	3.00%	5,644	3.31%	24,818	2.95%	22,042	3.16%	627	3.83%	828	2.90%
2009	6,612	2.77%	3,770	2.65%	24,389	2.45%	14,559	2.15%	567	1.76%	569	3.16%
2010	6,868	2.56%	5,543	2.35%	23,314	2.13%	21,840	2.25%	507	1.78%	835	1.20%
2011	6,616	2.00%	7,108	2.08%	25,224	1.87%	29,359	1.84%	505	2.18%	1,087	1.29%
Total	84,786	5.65%	65,615	5.93%	254,322	5.42%	212,094	5.40%	6,953	7.87%	9,495	7.54%

County : Franklin					County : Fulton				County : Genessee			
Total OBD II Stations:		55			Total OBD II Stations:		68		Total OBD II Stations:		68	
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	168	8.33%	217	15.67%	268	8.58%	270	12.96%	232	8.19%	265	9.43%
1997	260	12.31%	362	11.88%	408	7.60%	485	10.72%	333	6.91%	400	11.00%
1998	334	10.18%	443	16.25%	486	9.67%	591	13.03%	451	11.75%	573	11.52%
1999	483	14.08%	521	12.48%	631	11.25%	714	10.50%	566	10.42%	672	8.18%
2000	549	13.84%	684	14.91%	910	9.78%	863	9.97%	799	8.14%	835	10.54%
2001	621	17.55%	715	21.26%	908	13.00%	841	16.88%	874	11.78%	768	13.80%
2002	765	16.99%	921	15.42%	971	10.61%	1,083	10.25%	1,066	9.47%	1,081	9.25%
2003	820	14.39%	1,085	11.43%	1,013	7.60%	1,198	8.10%	1,157	8.21%	1,241	7.17%
2004	828	9.90%	1,088	10.20%	1,049	5.43%	1,335	8.09%	1,084	6.92%	1,331	6.01%
2005	873	7.56%	1,129	7.71%	1,175	4.68%	1,388	5.26%	1,301	5.15%	1,493	5.09%
2006	844	7.94%	1,045	5.93%	1,068	4.68%	1,193	5.62%	1,183	3.72%	1,481	4.66%
2007	842	5.94%	1,133	6.09%	1,246	3.61%	1,199	4.75%	1,372	4.15%	1,523	4.53%
2008	803	4.48%	1,166	3.95%	1,193	2.93%	1,303	2.92%	1,435	3.14%	1,554	3.28%
2009	736	1.63%	733	2.59%	1,162	3.27%	801	1.50%	1,204	2.57%	855	2.57%
2010	626	2.72%	986	1.12%	1,083	2.40%	1,152	1.91%	984	2.44%	1,151	1.56%
2011	588	2.55%	1,333	1.35%	930	1.61%	1,205	1.41%	891	1.91%	1,288	1.09%
Total	10,140	9.13%	13,561	8.53%	14,501	6.07%	15,621	6.84%	14,932	5.88%	16,511	5.89%

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Greene					County : Hamilton				County : Herkimer				
Total OBD II Stations: 49					Total OBD II Stations: 9				Total OBD II Stations: 57				
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	
1996	244	9.02%	247	10.53%	4	25.00%	30	6.67%	189	6.35%	182	8.24%	
1997	369	10.30%	350	8.86%	18	22.22%	24	8.33%	278	8.99%	275	10.55%	
1998	450	10.00%	475	11.16%	20	10.00%	28	14.29%	317	10.73%	417	12.47%	
1999	585	10.43%	506	12.45%	19	10.53%	30	20.00%	465	10.32%	475	14.11%	
2000	669	12.41%	588	9.69%	20	10.00%	39	12.82%	684	10.67%	633	11.37%	
2001	748	13.90%	641	17.78%	37	5.41%	49	18.37%	760	12.11%	686	15.60%	
2002	712	10.96%	695	10.22%	29	10.34%	50	8.00%	884	11.20%	786	12.98%	
2003	796	10.05%	829	9.77%	41	14.63%	65	4.62%	977	6.86%	933	8.79%	
2004	732	7.51%	898	7.57%	39	12.82%	85	20.00%	952	8.72%	1,092	9.43%	
2005	834	6.71%	875	6.06%	48	10.42%	90	5.56%	1,142	6.13%	1,114	6.28%	
2006	706	5.52%	799	5.38%	46	6.52%	82	6.10%	975	4.10%	964	5.29%	
2007	717	3.35%	716	3.35%	60	11.67%	77	5.19%	1,096	4.47%	956	4.71%	
2008	752	3.59%	701	3.14%	65	3.08%	84	5.95%	1,020	3.73%	954	2.83%	
2009	647	3.40%	502	2.19%	43	0.00%	51	3.92%	898	1.56%	539	2.41%	
2010	557	2.51%	699	1.43%	35	0.00%	69	2.90%	726	1.93%	722	1.52%	
2011	534	3.75%	816	1.35%	39	0.00%	67	1.49%	628	1.11%	829	1.21%	
Total	10,052	7.64%	10,337	7.14%	563	7.82%	920	8.26%	11,991	6.38%	11,557	7.41%	

County : Jefferson					County : Lewis				County : Livingston				
Total OBD II Stations: 108					Total OBD II Stations: 33				Total OBD II Stations: 74				
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	
1996	282	9.93%	384	11.46%	107	13.08%	155	14.19%	233	9.01%	317	11.67%	
1997	447	13.20%	585	14.02%	154	10.39%	239	11.72%	389	9.25%	442	9.73%	
1998	565	12.04%	811	16.89%	228	12.72%	330	13.64%	553	12.84%	578	10.55%	
1999	764	11.39%	868	10.94%	217	13.36%	352	10.80%	709	11.99%	677	9.75%	
2000	1,032	12.40%	1,158	12.35%	391	11.25%	480	11.04%	866	10.51%	862	9.28%	
2001	1,060	15.47%	1,134	15.78%	347	13.26%	420	9.76%	867	13.15%	828	16.18%	
2002	1,400	14.21%	1,608	10.39%	450	13.33%	538	9.67%	1,033	9.68%	1,007	13.31%	
2003	1,458	10.84%	1,895	10.29%	455	8.79%	588	9.01%	1,052	7.22%	1,247	9.14%	
2004	1,528	9.55%	2,206	8.75%	465	6.88%	688	6.83%	1,093	7.87%	1,373	5.75%	
2005	1,806	6.70%	2,499	6.48%	504	6.15%	733	6.96%	1,276	6.66%	1,603	6.99%	
2006	1,760	6.14%	2,465	5.31%	454	5.73%	635	5.35%	1,209	5.62%	1,431	5.66%	
2007	2,135	5.57%	2,812	4.55%	477	4.40%	591	3.89%	1,307	3.67%	1,384	4.55%	
2008	2,421	4.01%	3,181	4.24%	462	4.98%	645	3.26%	1,282	2.96%	1,429	2.87%	
2009	2,202	3.22%	1,914	2.77%	361	1.11%	401	2.49%	1,099	1.36%	897	3.01%	
2010	2,467	3.16%	3,073	2.51%	328	3.05%	487	1.44%	927	2.48%	1,242	2.33%	
2011	2,461	2.15%	4,000	2.73%	257	1.95%	603	1.16%	933	1.39%	1,576	1.33%	
Total	23,788	7.08%	30,593	6.64%	5,657	7.60%	7,885	6.75%	14,828	6.54%	16,893	6.64%	

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Madison				County : Monroe				County : Montgomery				
Total OBD II Stations:		74		Total OBD II Stations:		516		Total OBD II Stations:		53		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	224	8.04%	264	10.23%	3,363	7.97%	1,623	11.03%	231	9.96%	200	11.00%
1997	324	9.88%	403	11.91%	4,951	10.00%	2,686	10.91%	297	9.43%	329	12.46%
1998	428	7.94%	579	11.57%	6,285	9.15%	3,728	11.32%	443	12.19%	414	11.35%
1999	573	8.55%	717	11.30%	8,374	9.79%	4,635	9.30%	516	11.43%	530	12.83%
2000	772	9.33%	875	12.80%	11,277	10.08%	6,248	9.57%	734	8.31%	668	11.08%
2001	926	11.45%	847	18.42%	12,226	11.28%	6,600	14.17%	808	12.00%	619	17.61%
2002	1,109	10.19%	1,223	10.87%	14,836	8.85%	9,575	9.21%	843	10.08%	862	11.48%
2003	1,257	9.94%	1,277	7.99%	16,580	6.79%	11,413	7.80%	858	7.34%	862	8.82%
2004	1,287	7.69%	1,574	8.96%	16,239	5.98%	13,113	6.33%	837	7.41%	1,011	6.53%
2005	1,433	5.09%	1,735	6.63%	17,722	4.68%	14,886	5.09%	900	5.00%	1,097	5.65%
2006	1,408	5.61%	1,569	4.53%	17,837	4.28%	13,841	4.51%	897	4.79%	951	4.00%
2007	1,518	3.56%	1,581	2.91%	19,863	3.40%	13,922	3.81%	1,028	3.79%	955	4.40%
2008	1,490	2.89%	1,783	3.37%	21,173	2.96%	15,856	3.06%	954	2.73%	1,062	3.20%
2009	1,335	2.40%	1,023	2.93%	19,838	2.54%	9,737	2.39%	946	2.11%	670	4.03%
2010	1,386	2.02%	1,419	1.55%	18,935	2.14%	14,415	2.00%	876	3.08%	972	2.06%
2011	1,299	1.85%	1,898	1.74%	19,348	1.75%	19,034	1.80%	849	2.59%	1,189	1.68%
Total	16,769	5.85%	18,767	6.63%	228,847	5.34%	161,312	5.41%	12,017	6.27%	12,391	6.82%

County : Niagara				County : Oneida				County : Onondaga				
Total OBD II Stations:		212		Total OBD II Stations:		231		Total OBD II Stations:		394		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	903	6.87%	770	10.39%	756	9.39%	655	13.89%	1,251	8.39%	793	11.73%
1997	1,277	8.14%	1,169	9.50%	1,292	11.38%	1,119	12.51%	1,998	8.31%	1,403	12.47%
1998	1,754	9.69%	1,632	10.85%	1,587	11.09%	1,487	12.91%	2,617	9.40%	1,947	11.92%
1999	2,312	9.43%	1,921	8.59%	2,182	10.86%	1,895	11.08%	3,477	9.92%	2,363	9.78%
2000	2,944	7.95%	2,263	9.63%	3,060	9.90%	2,484	10.71%	4,887	10.33%	3,301	11.24%
2001	3,152	10.98%	2,330	12.23%	3,468	13.84%	2,609	15.68%	5,564	12.96%	3,626	14.89%
2002	3,894	7.94%	3,482	8.67%	4,144	10.62%	3,406	10.80%	6,970	10.49%	5,175	10.34%
2003	4,208	6.58%	3,900	7.13%	4,651	9.09%	3,960	9.72%	8,231	8.37%	6,547	8.20%
2004	4,074	5.82%	3,918	6.10%	4,689	6.78%	4,780	7.09%	8,956	6.90%	8,284	7.18%
2005	4,196	4.98%	4,186	4.87%	5,310	5.91%	5,224	5.49%	10,028	5.28%	9,527	6.18%
2006	4,051	4.37%	3,938	4.93%	5,218	4.81%	4,818	4.77%	10,305	4.83%	9,168	4.72%
2007	4,435	3.49%	4,021	3.28%	5,900	3.97%	5,010	3.45%	11,464	3.68%	9,612	4.05%
2008	4,858	2.78%	4,612	2.62%	6,008	3.18%	5,379	2.97%	12,577	2.81%	10,770	3.20%
2009	4,587	2.49%	2,969	2.32%	5,425	2.84%	3,152	2.22%	11,551	2.94%	7,059	2.25%
2010	3,963	2.09%	3,907	2.00%	5,218	2.57%	4,772	1.91%	12,122	2.43%	10,914	1.97%
2011	4,169	1.66%	5,247	1.14%	4,925	2.05%	5,840	2.02%	11,893	1.98%	14,935	1.72%
Total	54,777	5.29%	50,265	5.40%	63,833	6.23%	56,590	6.24%	123,891	5.49%	105,424	5.40%

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Ontario				County : Orange				County : Orleans				
Total OBD II Stations:		117		Total OBD II Stations:		281		Total OBD II Stations:		44		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	490	8.98%	410	10.98%	1,858	11.03%	1,161	12.75%	191	7.85%	258	10.85%
1997	732	9.70%	653	10.11%	2,630	11.63%	1,726	13.56%	306	13.07%	355	11.55%
1998	939	7.99%	890	11.35%	3,375	11.91%	2,270	12.91%	350	11.71%	521	15.16%
1999	1,216	10.44%	1,091	12.01%	4,095	10.31%	2,856	10.99%	445	13.03%	541	12.75%
2000	1,663	8.48%	1,332	9.46%	5,472	10.76%	3,594	10.02%	559	13.95%	652	11.50%
2001	1,827	11.82%	1,431	16.21%	5,615	13.80%	4,047	16.70%	577	16.29%	603	17.58%
2002	2,263	8.75%	1,846	8.56%	6,346	10.81%	5,550	10.83%	709	13.82%	774	11.24%
2003	2,465	7.59%	2,315	7.99%	6,972	8.81%	6,188	9.44%	704	9.66%	852	10.68%
2004	2,567	5.96%	2,817	6.11%	6,860	6.95%	7,387	7.65%	623	6.74%	852	7.98%
2005	3,186	4.21%	3,228	5.39%	7,726	5.94%	7,501	5.91%	660	5.45%	877	7.07%
2006	3,214	4.42%	3,124	5.06%	7,577	4.88%	6,778	5.37%	616	6.66%	769	5.98%
2007	3,510	3.85%	3,174	3.62%	8,353	3.82%	7,043	3.82%	683	4.54%	671	5.07%
2008	4,069	2.88%	3,585	3.35%	8,547	2.95%	7,627	3.44%	707	3.25%	781	2.94%
2009	3,547	2.45%	2,435	2.22%	7,973	2.58%	4,761	2.37%	526	1.71%	481	2.70%
2010	3,534	2.26%	3,822	2.67%	8,258	2.49%	6,899	2.07%	463	2.38%	587	1.53%
2011	3,500	1.77%	4,751	1.75%	8,045	2.11%	8,972	2.16%	535	1.87%	739	2.84%
Total	38,722	5.08%	36,904	5.48%	99,702	6.48%	84,360	6.59%	8,654	8.03%	10,313	8.26%

County : Oswego				County : Otsego				County : Putnam				
Total OBD II Stations:		122		Total OBD II Stations:		69		Total OBD II Stations:		102		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	441	7.48%	476	11.13%	241	8.71%	218	11.01%	384	8.85%	241	12.45%
1997	598	6.52%	785	9.30%	356	10.67%	362	14.09%	640	7.66%	330	10.61%
1998	759	8.30%	1,062	13.75%	444	11.26%	504	14.68%	863	9.15%	481	9.36%
1999	1,030	12.43%	1,225	11.51%	592	12.33%	591	10.49%	1,103	10.15%	649	11.09%
2000	1,419	11.13%	1,612	10.30%	699	10.01%	712	10.96%	1,309	7.49%	798	9.90%
2001	1,559	14.18%	1,580	18.16%	808	13.61%	760	16.97%	1,519	12.18%	938	11.73%
2002	1,834	10.20%	2,032	11.81%	966	11.59%	883	13.25%	1,765	10.14%	1,353	11.90%
2003	1,995	9.17%	2,384	10.03%	1,022	8.51%	1,064	10.24%	1,944	8.02%	1,612	7.63%
2004	1,990	7.74%	2,722	7.60%	1,042	6.62%	1,262	7.61%	1,988	6.69%	1,939	6.81%
2005	2,231	6.59%	3,010	6.98%	1,192	4.45%	1,375	6.62%	2,015	5.11%	1,981	5.10%
2006	2,110	5.64%	2,573	5.64%	1,145	5.68%	1,306	4.90%	2,090	4.16%	1,773	5.30%
2007	2,095	4.11%	2,633	4.33%	1,334	4.20%	1,359	4.49%	2,179	3.12%	1,849	2.97%
2008	2,250	2.76%	2,813	4.80%	1,344	2.60%	1,487	3.56%	2,401	2.71%	1,904	1.94%
2009	1,811	2.43%	1,616	2.66%	1,211	2.06%	989	4.15%	2,098	2.67%	1,396	2.29%
2010	1,654	3.26%	2,412	2.16%	1,188	1.85%	1,450	3.03%	2,186	2.84%	1,942	1.91%
2011	1,550	1.55%	2,946	2.21%	1,089	1.29%	1,831	1.75%	2,093	1.39%	2,523	1.98%
Total	25,326	6.72%	31,881	7.26%	14,673	6.13%	16,153	6.97%	26,577	5.63%	21,709	5.50%

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Rensselaer					County : Saratoga				County : Schenectady			
Total OBD II Stations:		130			Total OBD II Stations:		154		Total OBD II Stations:		133	
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	692	10.26%	514	12.84%	867	8.07%	643	12.13%	766	9.53%	533	9.94%
1997	994	8.25%	832	10.22%	1,298	8.86%	967	12.51%	1,164	9.11%	772	13.47%
1998	1,241	8.30%	1,042	11.04%	1,634	10.16%	1,349	12.75%	1,523	11.16%	969	11.97%
1999	1,758	7.91%	1,277	7.67%	2,136	10.39%	1,582	10.68%	1,859	10.60%	1,251	9.83%
2000	2,206	8.61%	1,625	9.29%	2,820	10.04%	2,061	10.14%	2,376	9.47%	1,569	9.88%
2001	2,424	11.51%	1,702	13.63%	3,173	11.06%	2,285	14.49%	2,532	10.70%	1,680	15.06%
2002	2,635	9.15%	2,190	9.09%	3,806	9.91%	2,851	9.22%	2,854	9.32%	2,397	8.34%
2003	2,999	7.20%	2,653	8.07%	4,078	7.36%	3,598	8.81%	3,239	6.95%	2,730	7.62%
2004	2,710	5.79%	3,056	5.79%	4,188	6.16%	4,417	6.25%	3,164	5.50%	3,134	6.29%
2005	2,941	4.83%	3,047	4.50%	4,705	5.08%	4,574	5.60%	3,351	4.33%	3,228	5.27%
2006	2,838	4.51%	2,577	4.27%	4,605	4.58%	4,252	4.30%	3,270	4.28%	2,867	4.08%
2007	3,091	3.33%	2,438	2.34%	5,088	3.16%	4,366	3.53%	3,473	3.51%	2,887	3.46%
2008	3,099	3.19%	2,714	2.32%	5,264	2.60%	4,895	2.51%	3,478	2.90%	3,248	2.62%
2009	2,781	1.91%	1,799	2.17%	4,843	2.00%	3,083	2.14%	3,440	2.35%	2,088	2.73%
2010	2,556	1.76%	2,332	2.57%	4,655	1.70%	4,314	1.60%	3,559	2.61%	2,711	2.18%
2011	2,218	2.16%	2,975	1.38%	4,532	1.35%	5,869	1.19%	3,102	2.87%	3,909	2.74%
Total	37,183	5.64%	32,773	5.63%	57,692	5.42%	51,106	5.59%	43,150	5.74%	35,973	5.85%

County : Schoharie					County : Schuyler				County : Seneca			
Total OBD II Stations:		37			Total OBD II Stations:		26		Total OBD II Stations:		38	
Model Year	Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks		Light Duty Vehicles		Light Duty Trucks	
	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed	Volume	% Failed
1996	168	8.93%	201	7.46%	103	8.74%	117	5.98%	184	5.98%	210	13.33%
1997	265	10.94%	285	11.58%	158	8.86%	176	11.36%	243	14.81%	304	13.49%
1998	309	10.36%	415	12.05%	236	8.05%	248	12.90%	316	10.44%	378	11.64%
1999	401	11.72%	417	11.99%	245	10.61%	294	7.14%	401	11.22%	436	8.49%
2000	458	11.35%	510	7.65%	298	10.74%	343	9.04%	555	11.71%	581	10.84%
2001	490	13.88%	483	15.32%	298	9.06%	389	14.40%	584	11.82%	579	17.79%
2002	489	9.41%	540	12.41%	361	10.25%	412	8.50%	680	10.59%	654	11.77%
2003	514	9.14%	518	10.42%	355	8.17%	426	5.16%	744	7.66%	763	10.35%
2004	431	6.73%	601	7.15%	303	5.61%	481	6.44%	713	5.89%	919	6.53%
2005	581	5.16%	612	6.21%	388	4.90%	493	5.27%	720	5.83%	979	4.80%
2006	491	4.89%	528	5.87%	328	3.66%	436	3.67%	774	4.91%	867	5.65%
2007	505	2.77%	507	4.54%	318	4.40%	394	0.76%	803	3.74%	715	4.06%
2008	480	3.13%	547	2.93%	368	2.45%	414	1.93%	839	2.98%	796	3.14%
2009	456	2.85%	414	2.90%	262	2.67%	216	1.39%	669	4.48%	455	1.76%
2010	342	1.17%	455	1.32%	218	0.92%	332	0.30%	644	2.95%	724	2.07%
2011	291	1.03%	498	1.81%	201	4.48%	328	1.52%	711	1.41%	862	1.97%
Total	6,671	7.02%	7,531	7.44%	4,440	6.35%	5,499	5.76%	9,580	6.51%	10,222	7.06%

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Steuben				County : St Lawrence				County : Sullivan				
Total OBD II Stations:		114		Total OBD II Stations:		107		Total OBD II Stations:		88		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	458	8.52%	582	10.65%	368	9.78%	497	12.47%	355	11.55%	348	14.37%
1997	730	11.92%	893	12.77%	549	11.48%	842	12.59%	502	16.73%	499	14.83%
1998	927	8.95%	1,131	13.62%	680	11.76%	1,098	11.66%	641	12.17%	577	11.61%
1999	1,167	13.20%	1,293	10.36%	906	12.58%	1,225	12.41%	763	11.40%	676	14.79%
2000	1,594	11.61%	1,608	10.88%	1,377	14.02%	1,615	12.57%	984	11.59%	879	13.08%
2001	1,556	14.46%	1,501	16.59%	1,471	16.25%	1,504	18.42%	1,053	16.33%	944	21.29%
2002	1,730	11.27%	1,898	12.22%	1,772	11.29%	1,965	14.35%	1,106	14.10%	1,188	13.80%
2003	1,734	9.52%	2,019	9.06%	1,848	9.09%	2,169	9.64%	1,123	12.73%	1,215	10.37%
2004	1,875	7.68%	2,233	8.60%	1,918	6.62%	2,464	8.56%	1,061	9.14%	1,402	8.13%
2005	1,972	5.98%	2,574	5.01%	2,090	5.84%	2,669	7.42%	1,193	6.37%	1,432	7.05%
2006	1,883	6.69%	2,294	4.53%	1,929	5.96%	2,346	6.05%	1,060	5.85%	1,101	5.81%
2007	2,004	3.59%	2,057	4.18%	2,157	4.68%	2,416	4.47%	1,112	3.96%	1,221	5.00%
2008	2,015	3.28%	2,256	2.84%	2,259	3.85%	2,677	3.21%	1,137	3.69%	1,235	3.97%
2009	1,632	2.51%	1,180	2.37%	1,750	2.80%	1,683	2.67%	1,055	3.13%	820	2.68%
2010	1,489	1.95%	1,896	1.79%	1,636	2.32%	2,386	2.26%	1,006	2.39%	1,118	2.33%
2011	1,691	3.08%	2,545	2.04%	1,590	1.70%	2,986	1.17%	965	1.14%	1,391	2.66%
Total	24,457	7.28%	27,960	7.12%	24,300	7.24%	30,542	7.52%	15,116	8.36%	16,046	8.54%

County : Tioga				County : Tompkins				County : Ulster				
Total OBD II Stations:		53		Total OBD II Stations:		77		Total OBD II Stations:		164		
Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed	Light Duty Vehicles Volume	Light Duty Vehicles % Failed	Light Duty Trucks Volume	Light Duty Trucks % Failed
1996	280	6.07%	341	13.49%	488	9.22%	269	13.01%	1,113	8.45%	822	9.37%
1997	406	10.34%	462	12.55%	635	7.56%	426	11.03%	1,660	9.40%	1,171	10.67%
1998	507	9.66%	616	12.50%	867	9.11%	603	12.11%	2,038	8.44%	1,583	12.07%
1999	586	8.87%	641	9.52%	1,015	11.13%	744	11.02%	2,506	9.42%	1,773	10.04%
2000	735	10.07%	822	11.07%	1,247	10.26%	916	11.14%	3,081	8.89%	2,187	9.14%
2001	797	12.42%	801	14.61%	1,430	12.73%	996	15.56%	3,291	12.91%	2,316	14.29%
2002	813	9.96%	1,069	12.16%	1,543	11.15%	1,208	12.83%	3,585	9.65%	2,775	10.02%
2003	835	7.19%	987	9.42%	1,588	7.75%	1,404	9.05%	3,676	7.34%	3,173	8.13%
2004	834	6.95%	1,179	8.65%	1,760	6.88%	1,583	9.35%	3,493	6.36%	3,671	6.13%
2005	933	4.93%	1,308	6.12%	1,984	5.29%	1,816	5.51%	3,863	5.00%	3,398	5.77%
2006	972	5.04%	1,236	6.31%	1,930	4.66%	1,608	4.17%	3,620	3.76%	3,182	4.27%
2007	1,026	2.83%	1,024	3.71%	2,067	2.90%	1,573	3.81%	3,870	3.26%	3,115	3.21%
2008	997	3.11%	1,009	2.58%	2,121	2.78%	1,708	2.69%	4,023	2.44%	3,236	3.40%
2009	776	3.35%	545	3.12%	1,795	2.62%	977	2.35%	3,632	2.73%	2,162	2.41%
2010	729	1.78%	758	2.64%	1,809	2.54%	1,571	1.85%	3,825	2.98%	3,285	2.98%
2011	620	2.74%	819	1.22%	1,720	2.62%	1,853	1.89%	2,964	2.29%	3,572	2.46%
Total	11,846	6.27%	13,617	7.67%	23,999	6.10%	19,255	6.67%	50,240	6.03%	41,421	6.38%

* NYVIP2 Data NOT Included

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate

(Based on Data Collected from 1/1/2013 to 12/31/2013)*

County : Warren				County : Washington				County : Wayne			
Total OBD II Stations:		65		Total OBD II Stations:		58		Total OBD II Stations:		86	
Model Year	Light Duty Vehicles Volume	Light Duty Trucks Volume	% Failed	Light Duty Vehicles Volume	Light Duty Trucks Volume	% Failed	Light Duty Vehicles Volume	Light Duty Trucks Volume	% Failed	Light Duty Trucks Volume	% Failed
1996	273	263	12.45%	263	11.41%	6.72%	303	13.86%	7.09%	418	14.35%
1997	427	358	10.77%	358	13.41%	10.11%	423	11.11%	7.71%	678	9.88%
1998	533	517	10.51%	517	12.57%	10.93%	612	13.40%	10.34%	902	13.86%
1999	650	569	9.54%	569	10.37%	11.39%	701	11.55%	9.38%	947	9.50%
2000	883	752	10.19%	752	10.64%	10.67%	847	12.75%	9.23%	1,277	10.02%
2001	950	828	12.53%	828	13.77%	13.56%	815	16.69%	13.94%	1,236	14.08%
2002	1,121	1,253	12.40%	1,253	9.98%	11.57%	1,076	12.17%	9.20%	1,572	11.77%
2003	1,422	1,384	8.72%	1,384	7.23%	9.03%	1,219	10.42%	8.73%	1,800	8.83%
2004	1,493	1,758	6.16%	1,758	6.60%	7.98%	1,355	7.16%	6.79%	2,004	6.19%
2005	1,693	1,897	5.97%	1,897	5.22%	5.18%	1,280	7.03%	5.86%	2,141	6.35%
2006	1,762	1,917	4.26%	1,917	5.11%	6.06%	1,059	4.72%	5.18%	1,900	4.79%
2007	1,890	2,056	3.17%	2,056	4.18%	4.29%	1,064	4.42%	4.77%	1,591	3.14%
2008	2,042	2,359	3.33%	2,359	2.63%	3.24%	1,065	4.23%	3.02%	1,750	3.26%
2009	1,930	1,657	2.59%	1,657	2.84%	2.06%	643	2.49%	3.17%	1,094	2.93%
2010	1,943	2,224	1.90%	2,224	2.38%	1.15%	856	2.22%	2.14%	1,454	1.65%
2011	2,030	3,327	1.92%	3,327	2.37%	2.72%	1,038	2.50%	1.85%	1,621	1.60%
Total	21,042	23,119	5.66%	23,119	5.45%	7.33%	14,356	7.97%	6.50%	22,385	6.83%

County : Wyoming				County : Yates				
Total OBD II Stations:		49		Total OBD II Stations:		22		
Model Year	Light Duty Vehicles Volume	Light Duty Trucks Volume	% Failed	Light Duty Vehicles Volume	Light Duty Trucks Volume	% Failed	Light Duty Trucks Volume	% Failed
1996	110	184	7.27%	184	8.70%	8.66%	132	10.61%
1997	179	280	7.26%	280	9.64%	6.76%	207	14.49%
1998	245	371	13.88%	371	11.05%	7.65%	255	12.94%
1999	311	391	13.18%	391	9.21%	8.47%	282	10.28%
2000	424	495	9.67%	495	10.10%	10.00%	394	10.41%
2001	441	459	16.78%	459	18.52%	10.81%	353	17.00%
2002	537	655	10.43%	655	14.50%	10.72%	395	8.10%
2003	590	731	10.34%	731	11.08%	6.43%	478	10.25%
2004	537	845	6.89%	845	8.40%	6.36%	481	6.86%
2005	665	955	6.77%	955	6.39%	3.31%	556	4.86%
2006	609	857	6.24%	857	4.32%	4.87%	516	5.81%
2007	700	918	4.14%	918	3.70%	3.27%	403	5.46%
2008	731	999	3.69%	999	3.10%	1.60%	511	4.11%
2009	669	641	3.74%	641	4.52%	1.79%	294	3.74%
2010	498	838	2.81%	838	2.03%	0.38%	383	1.57%
2011	536	1,068	2.05%	1,068	2.06%	0.80%	534	2.43%
Total	7,782	10,687	7.12%	10,687	6.86%	5.62%	6,174	7.30%

* NYVIP2 Data NOT Included

APPENDIX E

Procedure to Sort the DMV Registration File and Matching of Emissions Inspections - I/M Program Evaluation

1. Obtain the statewide registration database from the NYS DMV (March 8, 2014).
2. Delete registration records associated with "duplicate" VINs to ensure only unique VINs.
3. Delete registration records with VINs containing less than 17 characters.
4. Delete registration records for vehicles exempt from NYVIP/NYVIP2 emissions testing, as follows:
 - By registration type (see Appendix F). Registration classes 77 and 88 (state or political subdivisions) were also removed as these vehicles could be "special purpose commercial vehicles,"
 - vehicles registered as diesel and >8,500 lbs, and diesel older than MY 1997,
 - vehicles (all fuel types) with a registered weight >18,000 lbs,
 - vehicles registered with a fuel type of either blank, electric, or Other.
 - vehicles affected by age-based exemptions. For purposes of this evaluation, remove from consideration the 3 newest MYs using the calendar year of the registration query. (Given the March 2014 registration run, ignore the 2012, 2013, and 2014 model years.) Also, remove from consideration those vehicles older than 25 model years old. (Given the March 2014 registration query, ignore vehicles registered as model year 1988 and older.)
 - vehicles registered with a seating capacity from 11 -100. This removes buses with a seating capacity greater than 11 that are inspected by the NYSDOT.
5. Sort the remaining registration records into two *preliminary* tables: Upstate (53 counties) and NYMA (9 counties) using the registration "county code." These tables represent vehicles potentially subject to OBD II or low enhanced emissions inspections based on registration data (Note further refinement under Step #7 below)
6. Using VINs from Step 5, query the DEC NYVIP database for the period of January 1, 2013 to January 15, 2014 (the end of NYVIP) to "find" either:
 - a. passing or waived OBDII inspections (Test Type "B") using the Initial Emission Inspection Result and Waiver Issued fields;
 - b. passing low enhanced inspections (Test Type "L") using the Gas Cap Check and ECD Check fields, or
 - c. safety-only inspections.
7. DEC evaluated the VINs associated with NYVIP safety-only inspections (Step 6c) using the NICB VIN Assist VIN decoding program. VINs that could not be confirmed as being applicable to either a low enhanced or OBD emissions testing based on GVWR, MY, and fuel type were removed from the preliminary Step #5 lists.
8. The DMV NYVIP₂ database was then queried to find any additional emissions inspections (October 1, 2013 to May 8, 2014) for VINs without a confirmed emissions inspection remaining from Step 6.
9. Tabulate and graph the registration-based lists (Step 5 refined by Step 7) vs. actual emissions tested (Steps 6a, 6b, and 8) by model year and I/M area. Vehicle MY and I/M area were obtained from the DMV registration file. See Figures #7 and #8.

APPENDIX F REGISTRATION TYPE CODES

	NYVIP Exempt		Diesel Exempt	
01		VPL		VAN POOL
02		WUG		WORLD UNIVERSITY GAMES
03		JWV		JEWISH WAR VETERANS
04		MCL		MARINE CORP LEAGUE
05		CLG		COUNTY LEGISLATORS
06		CBS		COUNTY BOARD OF LEGISLATORS
07		PPH		PURPLE HEART
08		EDU		EDUCATOR
10		LOC	Y	LOCOMOTIVE Exempt from Diesel Inspection
11		SRF		SPECIAL PASSENGER
12		SRN		SPECIAL PASSENGER (Judges/Officials)
13		GSC		GOVERNOR'S SECOND CAR
14		NYS		NEW YORK SENATE
15		NYA		NEW YORK ASSEMBLY
16		PAS		PASSENGER OR SUBURBAN (Regular)
17		USC		US CONGRESS
18		USS		US SENATE
19	Y	SCL	Y	SCHOOL CAR Exempt, inspected by DOT
20		HIR		HEARSE COACH (Hearse or Hearse Invalid Regular)
21	Y	HIS	Y	HISTORICAL No emissions inspection
22		HIF		SPECIAL REG. HEARSE
23	Y	HSM	Y	HISTORICAL MOTORCYCLE No emissions inspection
24	Y	LUA	Y	LIMITED USE AUTOMOBILE Exempt - Includes Low Speed Vehicles
25		JCA		COURT OF APPEALS
26	Y	SPC	Y	SPECIAL PURPOSE COMMERCIAL No inspection required
27		NYC		NEW YORK COUNCIL
28		JSC		SUPREME COURT (ADJ)
29		MED		MEDICAL DOCTOR
30		JCL		COURT OF CLAIMS
31		GAC		GOVERNOR'S ADDITIONAL CAR
32		CMH		CONGRESSIONAL MEDAL-OF-HONOR
33		SUP		SUPREME COURT JUSTICE
34		CCK		COUNTY CLERK
35	Y	ATV	Y	ALL TERRAIN VEHICLE No inspection required
36	Y	MOT	Y	MOTORCYCLE A No emissions inspection
37	Y	LMA	Y	LIMITED USE MOTORCYCLE-TYPE No emissions inspection
38	Y	LMB	Y	LIMITED USE MOTORCYCLE-TYPE B No emissions inspection
39	Y	LMC	Y	LIMITED USE MOTORCYCLE-TYPE C No emissions inspection
40		ARG		AIR NATIONAL GUARD
41		AYG		ARMY NATIONAL GUARD

42		NLM		NAVAL MILITIA
43		STG		STATE NATIONAL GUARD
44		FPW		FORMER PRISONER OF WAR
45		HAM		HAM OPERATOR
46	Y	FAR	Y	FARM No inspection required
47		BOB		BIRTHPLACE OF BASEBALL
48		VAS	Y	VOLUNTEER AMBULANCE SERVICES
49		SOS		SURVIVORS OF THE SHIELD
50				OMNIBUS (Out-of-State) May be inspected out of state
51		AMB	Y	AMBULANCE Exempt from Diesel Emissions Insp.
52		OMS		(Special) OMNIBUS
53		OMF		(Public Service) OMNIBUS
54		OMT		(Taxi) OMNIBUS
55		OML		(Livery) OMNIBUS
56		OMR		(Regular) OMNIBUS Exempt - Inspected by DOT
57		OMV		(Vanity) OMNIBUS Exempt - Inspected by DOT
58		PHS		PEARL HARBOR SURVIVORS
59		GSM		GOLD STAR MOTHERS
60		CME		CORONER/MEDICAL EXAMINER
61				INTRANSIT PERMIT //
62		DLR		DEALER //
64		MCD		MOTORCYCLE DEALER Plates only, no vehicles, no inspection
65		ATD		ALL TERRAIN DEALER//
66		TRA		TRANSPORTER //
67		RGL		REGIONAL
68		SPO		SPORTS
69		ORG		ORGANIZATIONS
70		IRP		INTERNATIONAL REG.PLAN May be inspected out of state
71				HAM - COMM
72		AGR	Y	AGRICULTURAL TRUCK Exempt from Diesel Emissions Insp.
73		RGC		REGIONAL COMMERCIAL
74		CSP		SPORTS COMMERCIAL
75		ORC		COMMERCIAL ORGANIZATIONS
76		COM		(Regular) COMMERCIAL
77		STA		STATE AGENCIES
78		CHC		(Household Carrier) COMMERCIAL
79				(Agricultural) COMMERCIAL
80		TOW		TOW TRUCK
81		TRC		(Regular) TRACTOR
82		THC		(Household Carrier) TRACTOR
83	Y	ORM		MOTORYCLE HOG No emissions inspection
84	Y	LTR		(Light Trailer) No emissions inspection
85	Y	SEM		(Commercial Semi-Trailer) No emissions inspection
86	Y	TRL		(Regular) TRAILER No emissions inspection
87	Y	HOU		HOUSE OR COACH TRAILER No emissions inspection
88		PSD		POLITICAL SUBDIVISION (Municipal or Thruway)
90	Y	BOT		MOTORBOATS No inspection required

93 Y - SNOWMOBILES **No inspection required**

NOTES:

Busses and other vehicles inspected by DOT do not require any inspection under this program, no matter what type of fuel. DOT only performs emissions inspection on Diesel vehicles, no gas emissions inspections

Reg Classes 77 & 88 both include some Special Purpose Commercial vehicles that are exempt from any inspection.

Appendix G

Procedure for Counting Vehicles With Unknown Final Outcome (Regardless of Reason)

1. For the period of January 1, 2013 to December 31, 2013, query the DEC NYVIP inspection database for all OBDII (“B”) or low enhanced (“L”) emissions inspections. For each emissions-related VIN, arrange all inspections in reverse chronological order so the ‘last’ inspection appears first. This Step does not include NYVIP2 inspections completed from October 1 to December 31, 2013.
2. If the ‘last’ inspection for any given VIN either passes (“P”) an emissions inspection or receives a repair expenditure waiver (OBDII only), the subject VIN has a documented known final outcome and is no longer considered.
3. If the ‘last’ inspection for any given VIN has a failed (“F”) emissions test result, an additional search is made up to March 31, 2014 using the DMV NYVIP2 database to locate either a passing emission inspection or an emissions-related repair expenditure waiver. This additional search is to account for failing emission inspections completed during the latter part of CY 2013.¹
4. This procedure uses the I/M area reported in the ‘last’ inspection record (not the registration file). The results of this procedure are reported separately by I/M area (NYMA, Upstate) and emissions test type (OBDII, low enhanced) within Table II.B.2.

¹ Note that there could have been one or more “passing” emissions inspections prior to the “last” inspection in CY 2013. This procedure does not account for these passing inspections. As an example, consider an older vehicle that passes the NYVIP OBDII inspection in March 2013. The vehicle is then privately sold, and later fails the OBDII inspection in December 2013. The “new” owner does not wish to pay for repairs and salvages the vehicle. The procedure described above would report this example vehicle as having no known final outcome – even though the vehicle was salvaged and actually passed a NYVIP OBDII inspection during CY 2013. As such, New York believes this procedure is conservative in its approach in the reporting of “no known final outcome” within the Test Data Report requirements under §51.366(vi).

APPENDIX H
STICKER COMPLIANCE SURVEY
Statewide, Calendar Year 2013

Year	Vehicles surveyed per quarter				Total Vehicles	No Sticker				Improper Sticker				Sticker Expired 30 days or Less				Sticker Expired 31-60 Days				Sticker Expired Over 60 Days				Total No. Expired Stickers	Percent of Non-Compliance				
	1	2	3	4		1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr		1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	
2012	2536	2536	2536	2536	10144	1	1	2	2	0	2	0	0	24	40	44	41	13	12	16	19	10	19	37	38			1.89%	2.92%	3.90%	3.94%
Totals						6				2				149				60				104				321	3.16%				
2013	2536	2536	2536	2536	10144	5	7	4	1	1	2	1	2	40	42	38	51	21	12	8	7	18	21	23	32			3.35%	3.31%	2.92%	3.67%
Totals						17				6				171				48				94				336	3.31%				

APPENDIX I

Enforcement Press Releases/NYVIP Station Message #80

DEPARTMENT OF
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For Release: Monday, March 5, 2012

DEC Fines Inspection Stations in the Bronx for Fraudulent Motor Vehicle Emissions Inspections

Multi-Agency Enforcement Efforts Continue to Curtail Fraudulent Emissions Inspections

The New York State Department of Environmental Conservation announced today that it has assessed penalties totaling \$930,000 on two inspection stations in the Bronx for conducting fraudulent motor vehicle emissions inspections.

Manuel R. Inoa and Ramon B. Reyes, certified inspectors at AMI Auto Sales and Gurabo Auto Sales, used electronic simulators to falsify 5,372 state emissions inspections over a two-year period, which is a violation of DEC's motor vehicle emission inspection regulations under 6 NYCRR Part 217.

"These inspectors knowingly completed more than 5,000 fraudulent inspections, jeopardizing human health and the environment," said DEC Commissioner Joe Martens. "Poorly maintained or

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Bronx
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Queens
Staten Island

malfunctioning emissions control systems on motor vehicles contribute to emissions that can impair respiratory health. A multi-agency effort to thwart these practices brought this fraudulent activity to light."

In addition to fines imposed by DEC, the New York State Department of Motor Vehicles imposed fines totaling \$50,400 and revoked the station and inspector licenses.

"These multi-agency efforts to combat inspection fraud are critical to protect the air we breathe and the consumers who did not receive the inspections they paid for," said New York State Department of Motor Vehicles Commissioner Barbara J. Fiala. "These cooperative efforts have proved invaluable and DMV will continue to work with DEC and the Attorney General to ensure the public is protected."

The New York Vehicle Inspection Program (NYVIP) requires annual onboard diagnostic (OBDII) emissions inspections for most model year 1996 and newer light duty vehicles. During an OBDII inspection, certified inspectors must physically connect the state-approved inspection equipment to a standardized connector located in the vehicle being inspected. The investigation into AMI, Gurabo and others revealed the inspectors connected the NYVIP equipment to an electronic simulator instead of the vehicle of record. Staff from DEC was able to identify the "electronic signature" of the simulator using data collected during the inspection. Staff also demonstrated that the inspections were not representative of actual vehicles.

The investigation by DEC, DMV and the Office of Attorney General into the use of simulators in the New York City area began in 2009 and resulted in arrests at Mobile Diagnostics Auto Services in the Bronx and citations at 40 other facilities in early 2010. A similar joint DEC-DMV-OAG enforcement initiative was completed in 2011 where four inspectors were arrested for completing "clean

scans," a fraudulent practice that involves substituting a vehicle in order to pass an inspection.

For more information on the NYS [Motor Vehicle Inspection and Maintenance Programs](#), visit DEC's website.

Published on *Eric T. Schneiderman* (<http://www.ag.ny.gov>)

[Home](#) > A.G. Schneiderman Arrests Four Motor Vehicle Inspectors For Faking Thousands Of Inspections & Passing Untested Cars In NYC

A.G. Schneiderman Arrests Four Motor Vehicle Inspectors For Faking Thousands Of Inspections & Passing Untested Cars In NYC ^[1]

A.G. Schneiderman Arrests Four Motor Vehicle Inspectors For Faking Thousands Of Inspections & Passing Untested Cars In NYC

Undercover Investigation Reveals Employees At Four Of NYC's Busiest Inspection Stations Okayed Cars Without Conducting Mandatory Safety Reviews

Laws Flouted To Certify Cars That Would Fail, Weren't Even Present For Test

NEW YORK – New York Attorney General Eric T. Schneiderman today announced the arrests of four New York City motor vehicle inspectors who issued more than 7,000 fraudulent inspection certificates to untested vehicles. Each defendant was charged with numerous felony counts for violations of New York State Vehicle and Traffic Law, Penal Law and Environmental Law, which could carry millions of dollars in fines and years in prison.

“These individuals were trusted to perform state-required inspections that keep unsafe cars off the road, but instead they took advantage of their expertise to cheat the system,” **Attorney General Schneiderman** said. “My office has zero tolerance for misconduct that puts New Yorkers at risk, and will continue to hold accountable those who commit these crimes.”

New York State Department of Motor Vehicles Commissioner Barbara J. Fiala said, “When businesses are authorized to conduct vehicle inspections, it is our expectation that those businesses will perform the inspection as required by the Vehicle and Traffic Safety Law and only issue inspection stickers to those vehicles that qualify as safe and operate within Federal emission standards.”

New York State Department Of Environmental Conservation Commissioner Joe Martens said, “One of DEC’s major priorities is to protect and promote New York’s air quality. As part of this effort, our Division of Law Enforcement has worked closely with other agencies to crack down on vehicle pollution in urban settings to prevent harmful emissions from impacting communities. Attempts to threaten vehicle inspection and maintenance processes can have unsafe and environmentally hazardous consequences and simply cannot be tolerated. DEC will continue to work with the Attorney General and all our partners to enforce the state's emissions inspection

criteria and to ensure all environmental protections are enforced."

Every motor vehicle registered in New York State must be inspected annually for safety and appropriate emissions compliance. The defendants were employed at four of New York City's busiest Department of Motor Vehicle (DMV)-licensed inspection stations, which are legally required to use DMV-regulated equipment and follow standard procedures to conduct inspections

According to the complaints, the defendants bypassed these procedures by performing "clean scans," a fraudulent process that substitutes data from a secondary vehicle. The inspector first entered the identification number, model information and license plate number for the vehicle in need of certification. The inspector then connected the DMV computer to a secondary vehicle, and used its data to "pass" the safety and emissions tests for the vehicle in need of certification. A fraudulent inspection certificate was issued for the untested vehicle, which would potentially have failed an inspection or was not even present.

The complaint indicates that the defendants charged additional fees for "clean scans." Motor vehicle inspections are set at \$37, but the "clean scans" brought in anywhere from \$60 to \$100, more than twice the legally authorized amount.

The Attorney General's office along with the DMV and Department of Environmental Conservation (DEC) conducted an undercover operation at the four stations. An undercover investigator took a vehicle that was rigged to fail a legitimate motor vehicle inspection to each station, and each station provided passing inspection results to the vehicle even though the inspectors performed minimal or no actual inspection on it.

The following individuals will be charged today:

- Arnulfo Echavarria, 61, of New York, a licensed DMV inspector and owner of GT Enterprise Auto Repair Shop ("G.T. Enterprises"), a licensed New York State motor vehicle inspection station located at 3644 Jerome Avenue, Bronx;
- Wil Ramon Manzueta, 21, of Bronx, a licensed DMV inspector and employee of All Prestige Muffler Inc. ("All Prestige"), a licensed New York State motor vehicle inspection station located at 1705 Jerome Avenue, Bronx;
- Reynaldo A. Medina, 41, of New York, a licensed inspector at A.R. Tire Center & Services ("A.R. Tire"), a licensed New York State motor vehicle inspection station located at 2895 Jerome Avenue, Bronx; and
- Cirilo Ventura, 45, of New York, a licensed DMV inspector and employee of 1995 First Avenue Station Inc. ("First Avenue Station"), a licensed New York State motor vehicle inspection station located at 1851 Park Avenue, New York.

The defendants are all being charged with Criminal Possession of a Forged Instrument in the Second Degree, a class D felony that carries a maximum sentence of 2 1/3 to 7 years in prison. Other charges include Issuing a False Certificate, a class E felony carrying a maximum sentence of 1 1/3 to 4 years in jail, and Illegal Issuance of an Emission Certificate of Inspection, an unclassified misdemeanor that carries a fine of \$15,000 per count, which could subject defendant to millions of dollars in fines if they were to be convicted of all counts.

Flouting these state requirements allows thousands of substandard vehicles to remain on New York roads, leading to increased safety risks for drivers and the significant degradation of New York's air quality. Stations that utilize "clean scans" also gain an unfair advantage over law-abiding facilities by substantially decreasing both the amount of time and the supply of skilled workers

needed to conduct vehicle inspections.

The case is being prosecuted by Assistant Attorney General Jason P. Garelick of the Environmental Crimes Unit under the supervision of Deputy Bureau Chief for Criminal Prosecutions Stephanie Swenton, Bureau Chief Gail Heatherly, and Executive Deputy Attorney General for Criminal Justice Nancy Hoppock.

The investigation was conducted by Environmental Conservation Investigator Kevin Gilmartin of DEC, Division of Law Enforcement, Bureau of Environmental Crimes Investigation, under the supervision of Lieutenants John Fitzpatrick and Francisco Lopez, Captain Joseph Schneider, and Major Scott Florence, along with Investigator Sal Ventola of the New York State Office of the Attorney General, under the supervision of Deputy Chief Investigator John McManus. Assisting in the investigation for DMV were Senior Automotive Facility Inspector Gary Della Torre, Automotive Facility Inspectors Daryl Robertucci, Vito Vitulli, Kevin Sola, Tim Osterhout, Technical Services and John Irving, Director of Clean Air and Technical Services.

The Attorney General recognizes the diligent work of the DEC and DMV staff with whose cooperation the case developed, particularly James Clyne, DEC, Chief, In-Use Programs Section Division of Air Resources and Chris Ayers, DMV, Director of Vehicle Safety Field Services.

The charges are merely accusations and all defendants are presumed innocent unless and until proven guilty in a court of law.

Source URL: <http://www.ag.ny.gov/press-release/ag-schneiderman-arrests-four-motor-vehicle-inspectors-faking-thousands-inspections>

Links:

[1] <http://www.ag.ny.gov/press-release/ag-schneiderman-arrests-four-motor-vehicle-inspectors-faking-thousands-inspections>

NYVIP MESSAGE No. 80

DATE: 04/02/2012

TO: ALL INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: INSPECTION PROGRAM ENFORCEMENT EFFORTS

For your information, attached below is a press release issued by DEC on Monday, March 5, 2012.

DEC Fines Inspection Stations in the Bronx for Fraudulent Motor Vehicle Emissions Inspections

Multi-Agency Enforcement Efforts Continue to Curtail Fraudulent Emissions Inspections

The New York State Department of Environmental Conservation announced today that it has assessed penalties totaling \$930,000 on two inspection stations in the Bronx for conducting fraudulent motor vehicle emissions inspections.

Manuel R. Inoa and Ramon B. Reyes, certified inspectors at AMI Auto Sales and Gurabo Auto Sales, used electronic simulators to falsify 5,372 state emissions inspections over a two-year period, which is a violation of DEC's motor vehicle emission inspection regulations under 6 NYCRR Part 217.

"These inspectors knowingly completed more than 5,000 fraudulent inspections, jeopardizing human health and the environment," said DEC Commissioner Joe Martens. "Poorly maintained or malfunctioning emissions control systems on motor vehicles contribute to emissions that can impair respiratory health. A multi-agency effort to thwart these practices brought this fraudulent activity to light."

In addition to fines imposed by DEC, the New York State Department of Motor Vehicles imposed fines totaling \$50,400 and revoked the station and inspector licenses.

"These multi-agency efforts to combat inspection fraud are critical to protect the air we breathe and the consumers who did not receive the inspections they paid for," said New York State Department of Motor Vehicles Commissioner Barbara J. Fiala. "These cooperative efforts have proved invaluable and DMV will continue to work with DEC and the Attorney General to ensure the public is protected."

The New York Vehicle Inspection Program (NYVIP) requires annual onboard diagnostic (OBDII) emissions inspections for most model year 1996 and newer light duty vehicles. During an OBDII inspection, certified inspectors must physically connect the state-approved inspection equipment to a standardized connector located in the vehicle being inspected. The investigation into AMI, Gurabo and others revealed the inspectors connected the NYVIP equipment to an electronic simulator instead of the vehicle of record. Staff from DEC was able to identify the "electronic signature" of the simulator using data collected during the inspection. Staff also demonstrated that the inspections were not representative of actual vehicles.

The investigation by DEC, DMV and the Office of Attorney General into the use of simulators in the New York City area began in 2009 and resulted in arrests at Mobile Diagnostics Auto Services in the Bronx and citations at 40 other facilities in early 2010. A similar joint DEC-DMV-OAG enforcement initiative was completed in 2011 where four inspectors were arrested for completing "clean scans," a fraudulent practice that involves substituting a vehicle in order to pass an inspection.

For more information on the NYS Motor Vehicle Inspection and Maintenance Programs, visit DEC's website.

APPENDIX J

NYVIP Station Messages #81 and #93

NYVIP MESSAGE No. 81

DATE: 6/5/2012
TO: NYVIP INSPECTION STATIONS
FROM: NYS DEPT. OF MOTOR VEHICLES
SUBJECT: REPLACEMENT OF NYVIP EQUIPMENT

The DMV contract with SGS Testcom for the NYVIP program will terminate on November 30, 2013. On March 30, 2012, DMV released a Request for Proposal (RFP) to solicit bids for a replacement to our NYVIP safety and emissions inspection program. The next program will be called NYVIP2. NYVIP2 will require that inspection stations purchase a new computerized vehicle inspection system (CVIS). The initial purchase price for a basic NYVIP2 CVIS unit will not exceed \$1700.

This message is being provided to ensure that you are fully informed when making business decisions that may include adding additional NYVIP equipment under the current contract and to help in planning your budget for 2013. Additional information will be distributed to you as it becomes available.

NYVIP MESSAGE No. 93

DATE: 3/12/2013
TO: ALL EMISSIONS INSPECTION STATIONS
FROM: NYS DEPT. OF MOTOR VEHICLES
SUBJECT: IMPLEMENTATION OF NEW NYVIP CONTRACT

This communication is to inform you of upcoming changes to the New York Vehicle Inspection Program (NYVIP) and requirements to participate as an emissions station.

The current inspection program (NYVIP) officially began on December 1st, 2004 and has been continuously in effect for over eight (8) years now. This program is managed under contract for DMV by SGS Testcom. The contract with SGS Testcom will terminate this year on November 30th.

Preparations for a replacement program began on March 30, 2012, when DMV released a Request for Proposal (RFP) to solicit bids for a replacement of the existing program and systems which include both safety and emissions inspection program management. A total of five (5) vendors submitted bids for managing the next program which will be called NYVIP2. After bid evaluation and subsequent approval by the Office of the State Comptroller (OSC), the contract was awarded to Systech International, LLC.

Beginning on December 1, 2013, Systech will be the new program manager for NYVIP2.

As you were advised in NYVIP Message No. 81 on June 5, 2012, the new program will require that inspection stations purchase a new computerized vehicle inspection system (CVIS). The purchase price of a new NYVIP2 CVIS initial unit will be \$1,375.00, which is \$289.00 less than a base unit at the beginning of the current NYVIP program in 2004.

Most components of NYVIP2 station equipment and operations will remain familiar to all existing stations. However, NYVIP2 equipment and software will include upgrades that will allow both the inspection stations and DMV to better serve their customers as well as reduce the costs of operating a New York State Official Inspection Station.

Systech's NYVIP2 website and HelpDesk contact information will be made available soon. At that time, Systech will offer Station Participation Agreement packages to all existing inspection stations on their website. Instructions will be provided for how and when you need to reply. It is extremely important that you respond in a timely manner.

Below are frequently asked questions (FAQ's) that will help you better understand any changes. Please understand that being an emissions inspection station is voluntary, however, to continue to be an emissions inspection station you are

required to participate in NYVIP2 just as you were required to participate in NYVIP. This information is being provided to ensure that you are fully informed when making business decisions and/or renewing your New York State Official Inspection Station license.

Again, the Systech NYVIP2 Website and HelpDesk contact information will become available soon and will be provided to all existing stations. We are providing you this information without delay as we continue preparations to smoothly deliver the new program to all stations that wish to continue to participate.

Additional information including contact information for Systech and their web address will be provided to you as soon as it becomes available.

1. What is NYVIP2?

NYVIP2 is the vehicle inspection program that will replace the current vehicle emissions inspection program known as NYVIP (New York Vehicle Inspection Program). Emissions testing is required as part of New York State's agreement with the EPA to comply with the Federal Clean Air Act.

Similar to NYVIP, the NYVIP2 work station will electronically communicate with the on-board diagnostic (OBD) system of vehicles, record the status of the vehicles emission system, and transmit the data to DMV via the program contractor.

2. Do I have to purchase NYVIP2 equipment?

Yes, in order to continue participating in the voluntary inspection program, inspection stations will be required to purchase the new computerized vehicle inspection system (CVIS). The new equipment will accommodate the changes incorporated into the NYVIP2 program and allow for improvements in the operating platform for future changes to the program.

3. What costs are associated with the NYVIP2 program?

- a) Initial CVIS unit – Systech will provide one NYVIP2 initial unit to each station for \$1,375(which is \$289 less than the base unit cost at the beginning of the program in 2004). The base unit includes all equipment and software necessary to perform inspections. Leasing is available together with additional options.
- b) Transaction fees – Stations will continue to pay the Contractor for each inspection conducted. The current contract requires a "per call" fee. The current charge is \$0.398 cents per call for a total of \$0.796 cents for most inspections. This has been simplified in NYVIP2. Systech will charge one transaction fee, per inspection, of \$0.436 cents. (See #17 below) Stations will pre-pay transaction fees in minimal blocks of 20 (\$8.72).

Therefore, with the implementation of the new contract, the average station will realize an annual transaction fee cost reduction of approximately 38%.

- c) CVIS Connection to Systech-- Inspection stations must provide a NYVIP2 CVIS communications connection and are responsible for any related charges. If you choose to connect to Systech by direct-dial telephone via a dedicated phone line, you may incur telephone related charges from your telephone company. **It is highly recommended that stations save the cost of the dedicated phone line and use a broadband connection** (wired or wireless). Almost 40% of all stations are currently connecting via broadband. Many more stations already have broadband in the building. (See #14 below) Broadband connections can be shared with your regular business network and will also make the inspection go faster!

4. When will I need to use the new inspection equipment?

You will continue to use the inspection equipment you currently have until notified otherwise. Systech will provide station participation agreements before the NYVIP2 start date; you must have the NYVIP2 equipment operational in order to continue to perform inspections after the official start date.

5. What equipment does the base NYVIP2 include?

- Dell PC
- HP 19" monitor
- Web Camera
- Xenon Barcode Scanner
- OBDII interface (data acquisition device)
- Okidata Printer

6. What do I do with my old equipment?

The equipment belongs to you and can be disposed of (recycled) or reused elsewhere as you like. However, other than the storage cabinet, NYVIP equipment CANNOT be used in connection with the NYVIP2 program.

The current (CVIS) NYVIP electronic components contain hazardous elements and compounds, including lead, mercury, and cadmium, which can be toxic if released into the environment. Electronic waste CANNOT be thrown out in your garbage. Electronic waste is often hazardous waste. When it is properly recycled, most electronic waste is exempt from hazardous waste regulation. Regulations for handling of electronic waste are available from your local government and can be found at: <http://www.dec.ny.gov/chemical/8788.html>. Systech will offer a service to remove and recycle the old NYVIP units as an option.

7. Does the new equipment include a warranty?

Yes. The NYVIP2 equipment is covered under warranty against defects and failures due to normal wear and tear for the seven (7) years of the contract. There is no

additional cost for the warranty, the warranty cost for an initial unit is included in the "transaction" fee. The warranty does not cover defects caused by customer abuse.

8. How does the new equipment operate?

The NYVIP2 workstation will basically follow the same operational procedures that the current system uses. A certified inspector will enter vehicle information and safety inspection results. The workstation will then guide the inspector to perform the proper emission test and record the results. The NYVIP2 unit will offer Computer Based Training (CBT) to instruct inspectors how to use it.

9. How do I set up the equipment?

The NYVIP2 CVIS will be drop shipped with setup instructions. Operating software will be preinstalled and peripherals will be plug-and-play. A dedicated help desk will be available to assist users by phone. Systech field service representatives will be available for an onsite visit if necessary.

10. Do I have to sign any contracts with Systech?

Yes, like your NYVIP agreement with Testcom, if you want to participate in this program, you will be required to enter into a station participation agreement with Systech. This agreement will be posted on Systech's NYVIP2 website once the website is operational.

11. What type of vehicles can I inspect in the NYVIP2 Program?

You will be limited to inspect those groups of vehicles that you are currently licensed to inspect.

12. Do I have to obtain a new inspector's card or certification?

No. You will continue to use the inspector's card you have now.

13. What are my communications options for NYVIP2?

The NYVIP2 CVIS will support three (3) different types of connections. You can choose to use broadband (wired and wireless), dial-up, or dial-up internet. This gives you the flexibility to choose an option that best fits your business needs.

Most inspection facilities already have a broadband (Internet) network in their building that can be shared with the NYVIP2 unit. Longstanding regulations (NYCRR 79.9 (d)(2)(vii)) require that, if you use a telephone line it must be a dedicated line (It cannot be used for a fax machine, credit card machine, as a voice line, etc.). Therefore, you are encouraged to use broadband to eliminate the costs for the dedicated line. NYVIP2 will also include a wireless option to make using broadband even more effective. Systech can provide more information and discuss these options with you.

14.What optional equipment or upgrades may be available?

Systech has proposed the following options which, pending DMV testing and approval, will be available to stations.

- Professional Cabinet
- Diesel Opacity meter (after DEC certification)
- Wi-Fi Communication Card for in-station wireless LAN
- Wireless OBD
- Wireless Barcode Scanner
- Large monitor replacement
- Bluetooth Wireless Headset for hands-free safety inspection
- OBD Verification Tester

The wireless optional equipment provides greater freedom of equipment location, and faster data entry methods with fewer mistakes.

15.What improvements will be included in NYVIP2?

- NYVIP2 reduces inspection-related fees for businesses. An average inspection station will realize a savings of \$845.00 over the seven years of the contract.
- NYVIP2 will support automated bill payment.
- The CVIS will allow access to Systech, DMV, DEC, and other selected websites.
- This contract will include improved service for emissions-related problems. Systech will maintain a dedicated help desk for inspection stations and motorists to help with OBD related issues or problems.
- System software updates will be done electronically in the background and there will be no need to load CD's for updates.

16.How long is the contract with Systech?

The Contract with Systech will become effective on 12/1/2013 and will continue for a period of seven (7) years, and includes a renewal option for up to 2 additional years.

17.Can I purchase more than one NYVIP2 workstation?

Yes. However, additional CVIS units are priced and warranted differently than initial units. Additional information will be made available in the near future.

18.When can I place my order for the equipment?

Arrangements are currently being made to prepare for all initial NYVIP2 orders. You will be notified through an existing NYVIP CVIS message and the NYVIP2 website.

19. Will there be a change in inspection fees?

No. Inspection fees, which are set in regulation, and sticker fees, which are set in law, are not affected by this contract.

20. What happens next? What if I have questions?

DMV will follow up this communication with contact information for Systech including help desk numbers and website addresses. This information will be sent to stations, owners, and trade associations via the current NYVIP system. Please be on the look out for NYVIP2 updates.