NEW YORK STATE OF OPPORTUNITY | Department of Environmental Conservation

NEW YORK STATE
ENHANCED MOTOR VEHICLE INSPECTION/MAINTENANCE (I/M) PROGRAM

NYVIP2

2022 Annual I/M Report

August 2023

DIVISION OF AIR RESOURCES

New York State Department of Environmental Conservation
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EXECUTIVE SUMMARY

The New York State Department of Environmental Conservation (DEC) and Department of Motor Vehicles (DMV) (referred to as "the Departments") 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 (CY) 2022, New York State emissions inspections were completed through the current New York Vehicle Inspection Program (NYVIP2) contract. NYVIP2 utilized a statewide network of 9,682 decentralized inspection stations licensed by DMV. Mandatory onboard diagnostic (OBDII) inspections have been completed statewide since 2005. During calendar year 2022, OBDII inspections are required for most model year (MY) 1998 and newer light-duty vehicles (LDVs) and light-duty trucks (LDTs). Since July 2012, applicable diesel-powered LDVs and LDTs have 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 associated computerized network commenced in October 2013. In September 2022, the NYVIP2 contract with Opus was extended to November 30, 2023.

All inspection facilities were notified through the NYVIP messaging system of upcoming NYVIP3 system changes and various required actions (see Appendix K). The transition to NYVIP3 began in December 2022 with a small number of inspection stations completing OBD inspections as "beta" stations. The complete transition to NYVIP3 is anticipated during the fourth quarter of 2023.

During CY 2022, over 5.31 million motor vehicles were registered within NYMA[2]. 4,036,973 NYMA vehicles[3] received a NYVIP2 emissions inspection. The majority of the emissions-tested vehicles (3,885,996 or 96.23%) received OBDII inspections. In addition, roughly 5.3 million motor vehicles were registered in the Upstate I/M area[2]. 4,057,226 Upstate vehicles[3] received a NYVIP2 emissions inspection. The majority of the emissions-tested vehicles (3,857,674 or 95.07%) 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 CY 2022, T&LC completed 99,467 OBDII inspections (initial and re-inspections) for 66,072 distinct vehicles[3] (29,871 LDVs and 36,201 LDTs).

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[1] See Appendix C for detailed reporting on light-duty diesel OBD inspections.

[2] The DMV registration file was screened to remove registration classes not subject to emissions inspections (i.e., trailers, motorcycles, ATVs, boats, locomotives, etc.). Additional discussion can be found within Sections 1.A and 1.B, and Appendices A (Table A-1), E, and F.

[3] Based on unique VINs from the NYVIP2 inspection database. Certain vehicle types are exempt by regulation from emissions testing as noted by "Safety-Only" in Table I.A. An emissions tested summary, by model year, can be found at Appendix A, Table A-2.

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 the United States Environmental Protection Agency (EPA). Final approval of the June 2009 revision was published 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.

All emission inspections are completed through the statewide New York Vehicle Inspection Program (NYVIP2). Pursuant to the Clean Air Act 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.*

Mandatory Upstate OBDII inspections through the original NYVIP commenced in September 2004 and were fully implemented in December 2004. When NYVIP expanded into NYMA in May 2005, NYVIP became a mandatory statewide I/M program. NYVIP was succeeded by NYVIP2 in 2013.

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 CY 2022 Annual Report is January 1, 2022 to December 31, 2022.

A. New York Vehicle Inspection Program (NYVIP2)

The Clean Air Act (CAA) requires EPA to set National Ambient Air Quality Standards (NAAQS) for six principal pollutants, called "criteria pollutants." Areas where air pollution levels exceed the applicable NAAQS for a given criteria pollutant are designated as being in "nonattainment."

On March 12, 2008, EPA lowered the primary and secondary 8-hour ozone NAAQS to 0.075 parts per million (ppm) from the 0.08 ppm level previously set in 1997. Two areas within New York State were officially designated nonattainment for the 2008 ozone NAAQS: (i) the New York-Northern New Jersey-Long Island, NY-NJ-CT Metropolitan Statistical Area (NYMA MSA), which includes the counties of

Bronx, Kings, Nassau, New York, Queens, Richmond, Rockland, Suffolk, and Westchester; and (ii) the Jamestown Metropolitan Statistical Area (Jamestown MSA) which includes only Chautauqua County[4].

The NYMA is currently designated as being in nonattainment with 2008 8-hour ozone NAAQS with a "severe" classification. The Jamestown MSA attained the 2008 NAAQS by the applicable deadline.

On October 1, 2015, EPA again lowered the primary and secondary 8-hour ozone NAAQS for ozone by strengthening the primary and secondary 8-hour standards to 0.070 parts per million (ppm). On June 4, 2018, EPA designated the nine county NYMA MSA as nonattainment for the 2015 ozone NAAQS with a "moderate" classification. DEC is currently developing the attainment demonstration for the NYMA for the 2015 ozone NAAQS. The remainder of the state has been designated attainment/unclassifiable for the 2015 ozone NAAQS.

Since both the 2008 and 2015 ozone NAAQS are applicable at this time, DEC continues to take aggressive actions to reduce emissions of the primary ozone precursors, nitrogen oxides (NOx) and volatile organic compounds (VOCs), both in the NYMA and statewide. Aside from the established stationary, area, and mobile source measures that go beyond federal requirements, New York is accelerating the transformation of its vehicle fleet to a zero-tailpipe emission transportation system.

The NYVIP2 program has effectively reduced hydrocarbon, carbon monoxide, and nitrogen oxide emissions from applicable motor vehicles through required emissions inspections and proper vehicle maintenance and repair. During Calendar Year (CY) 2022, all NYVIP2 emissions inspections included the following components:

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

   OBDII inspection: for MYs 1998-2020 non-electric LDVs and LDTs.

   Low-Enhanced: for MYs 1998-2020 non-diesel/non-electric vehicles 8,501-18,000 lbs. gross vehicle weight rating (GVWR).

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

[4] See: https://www3.epa.gov/airquality/greenbook/hnmapa.html

Table I.A: Calendar Year 2022, Statewide 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
2022	Safety-Only	Safety-Only	Safety-Only
2021	Safety-Only	Safety-Only	Safety-Only
2020	OBDII	Low-Enhanced	OBDII
2019	OBDII	Low-Enhanced	OBDII
2018	OBDII	Low-Enhanced	OBDII
2017	OBDII	Low-Enhanced	OBDII
2016	OBDII	Low-Enhanced	OBDII
2015	OBDII	Low-Enhanced	OBDII
2014	OBDII	Low-Enhanced	OBDII
2013	OBDII	Low-Enhanced	OBDII
2012	OBDII	Low-Enhanced	OBDII
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	Safety-Only	Safety-Only	Safety-Only

Note that New York State also requires annual I/M inspections for heavy-duty diesel-powered vehicles (HDDVs) registered within the 9-county NYMA. This annual report does not include statistics for the HDDV I/M program. Information on the HDDV I/M program can be found at: https://www.dec.ny.gov/chemical/8391.html

B. New York City T&LC OBDII Inspection Program

The New York City Taxi and Limousine Commission, under the 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 "For Hire Vehicles" regulated by the 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 two-year period, these livery vehicles are now required to receive one of their six required inspections at the T&LC

centralized Woodside (Queens) facility. The remaining five inspections are completed at decentralized NYVIP2 stations. As a result, more OBDII inspections are completed at the T&LC.

In response to the increasing number of personal "For Hire Vehicles" operating for ride-share services, starting in January 2019 the New York City Code permitted the yellow medallion taxicab fleet to have their first safety and emissions inspection of the year conducted at other certified OBDII inspection facilities. This reduced the number of OBDII inspections conducted at the centralized test-only facility.

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.

Unlike the NYVIP2 program, the T&LC does not authorize repair expenditure-based emissions waivers, MY-based "new vehicle" exemptions, or readiness evaluation related time extensions ("10-day extensions") 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 former 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.

Beginning in December 2003, the T&LC provided DEC with all OBDII inspection data through monthly updates. With the implementation of NYVIP2, the T&LC data is sent to and maintained by the NYVIP2 contractor, Opus Inspection. DEC no longer maintains a stand-alone T&LC database.

A. Computerized Network

The NYVIP2 computerized network provides a means of communication between inspection stations, DMV, and Opus Inspection. The current network of licensed decentralized test-and-repair stations transmits real time emissions inspection data to Opus Inspection and DMV's mainframe computer. Opus maintains all current and past inspection data from the combined NYVIP and NYVIP2 programs.

During CY 2022, a total of 3,743 inspection stations were located within NYMA and 5,939 stations were located within the Upstate I/M area. The current counts of New York State public inspection stations by county can be found online at https://dmv.ny.gov/inspection/public-emissions-inspection-station-cap.

DMV and DEC jointly and 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.

Opus Inspection provides monthly program statistics including transaction volume, system availability, and the number/type of help desk calls. A summary of the NYVIP2 data management statistics during CY 2022 is contained in Table II.A. Note that System Availability reporting does not include periods of no internet service associated with internet provider downtime.

Table II.A: Data Management System Statistics (Calendar Year 2022)

Category	System Statistics				
	January to March	April to June	July to September	October to December	Total
(NYMA, UPSTATE, and T&LC)					
Transaction Volumes	2,715,188	3,020,936	3,213,701	2,771,159	11,720,984
Total Help Desk Calls	8,322	8,004	8,615	8,217	33,158
System Availability	100.00%	100.00%	100.00%	100.00%	100.00%

B. Test Data Report

DMV registration information provided for this annual report was derived from a query completed on March 8, 2023. An overview of the New York State fleet, by vehicle fuel type and I/M area, based solely on registration data is provided below in Table II.B.1. The registration-based summaries are based on distinct VINs. Table II.B.1 includes T&LC vehicle registrations within the "NYMA" column.

As noted in Table II.B.1, 95.51% of the NYMA and 94.33% of the Upstate vehicles were gasoline-powered. Similarly, diesel-fueled vehicles represented 3.28% of the NYMA and 4.97% of the Upstate vehicle fleet, respectively. "Other" fuels represent 1.21% of the NYMA and 0.70% of the Upstate vehicles, respectively. The "Other" fuels category includes electric, compressed natural gas (CNG), and propane powered vehicles. The "Other" category has increased since last year (up from 0.86% and 0.49% for NYMA and Upstate, respectively) primarily due to increased electric vehicle adoption.

Based on a March 8, 2023 query of the DMV database, there were a total of 5,595,850 registrations within the nine-county NYMA. However, certain registration types (i.e., boats, motorcycles, ATVs, trailers, locomotives, etc.) are not subject to emissions inspections. These registration types were removed from further consideration with 5,319,216 NYMA motor vehicle registrations being retained.

During CY 2022, 4,038,410 vehicles received an emissions inspection in NYMA. Of these, 3,885,966 distinct vehicles (1,935,814 LDVs, 1,950,152 LDTs) received at least one OBDII inspection. An additional 153,386 distinct vehicles (76 LDVs, 0 LDTs, and 153,310 HDVs) received at least one low-enhanced inspection. These vehicle counts are based on "distinct" or "unique" vehicle identification numbers (VINs). Some of these vehicles received more than one emissions inspection during CY 2022. A total of 3,743 public inspection stations operated in NYMA during CY 2022. See Appendix A (Table A-2) and Table II.B.1 below for additional statistical summaries.

Based on a March 8, 2023 query, there were a total of 6,146,819 registrations within the 53-county Upstate I/M area. However, certain registration types (i.e., boats, motorcycles, ATVs, trailers, locomotives, etc.) are not subject to emissions inspections. These registration types were removed from further consideration with 5,296,708 Upstate motor vehicle registrations being retained.

During CY 2022, 4,057,626 vehicles received an emissions inspection in the Upstate I/M area. Of these, 3,857,674 vehicles (1,795,294 LDVs, 2,062,380 LDTs) received at least one OBDII inspection. An additional 199,952 vehicles (144 LDVs, 0 LDTs, and 199,808 HDVs) received at least one low-enhanced emissions inspection. These vehicle counts are based on "distinct" or "unique" vehicle identification numbers (VINs). Some of these vehicles received more than one emissions inspection during CY 2022. A total of 5,939 inspection stations operated in the Upstate I/M area during CY 2022. See Appendix A (Table A-2) and Table II.B.1 below for additional statistical summaries.

During CY 2022, 66,072 T&LC-regulated vehicles (29,871 LDVs and 36,201 LDTs) received 76,960 initial OBDII inspections. Detailed statistics related to the T&LC inspection can be found in Table II.B.1, Appendix A (Table A-2), 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). Over the course of any CY, new T&LC regulated vehicles are placed in service while existing vehicles are retired from service. Therefore, not every yellow medallion taxi (based on distinct VIN) receives three initial OBDII inspections.

Table II.B.1: General Statistics on New York State I/M Areas (March 2023 Registrations)

Category	NYMA		UPSTATE	
	Count	% of Total	Count	% of Total
Number of Counties	9	-	53	-
Number of Inspection Stations	3,743	-	5,939	-
Number of Certified Inspectors	12,539	-	19,274	-
Number of Registered Vehicles[5]	5,319,216	-	5,296,708	-
Gasoline-Fueled (all MYs)	5,080,233	95.51%	4,996,366	94.33%
- LDVs & LDTs -	4,990,274	93.82%	4,840,038	91.38%
a. Pre-1998 MYs[6]	106,994	2.01%	147,039	2.78%
b. 1998-2020 MYs	3,943,083	74.13%	3,968,776	74.93%
c. 2021+ MYs[6]	940,197	17.68%	724,223	13.67%
- HDVs -	89,959	1.69%	156,328	2.95%
a. Pre-1998 MYs[6]	2,725	0.05%	8,626	0.16%
b. 1998-2020 MYs	75,013	1.41%	123,023	2.32%
c. 2021+ MYs[6]	12,221	0.23%	24,679	0.47%
Diesel-Fueled (all MYs)	174,727	3.28%	263,254	4.97%
- LDVs & LDTs -	37,523	0.71%	59,552	1.12%
- HDVs -	137,204	2.58%	203,702	3.85%
Other Fuels (all MYs)	64,256	1.21%	37,088	0.70%
- LDVs & LDTs -	60,312	1.13%	34,278	0.65%
- HDVs -	3,944	0.07%	2,810	0.05%

The Departments developed the "NYVIP2 Summary Report" to provide general program information related to vehicle type, test type, inspection counts, waiver counts, 10-day time extension counts, etc. Table II.B.2 below considers all NYVIP2 inspections completed during CY 2022. Note that Table II.B.2 is based on inspection counts with the exception of Unknown Final Outcome reporting (items 14 and 15) which are based on unique VINs (See Appendix H).

[5] Excluding vehicle types exempted from DMV/DEC I/M Program (trailers, ATVs, motorboats, motorcycles, and locomotives).

[6] Model years exempt from emission testing in CY 2022

Table II.B.2: NYVIP2 Summary Report (Calendar Year 2022)

NYVIP2 Summary	NYMA	Upstate	TLC
1. Total Inspections (Initial and Re-Inspection, All Test Types)	5,648,827	5,975,409	99,467
a. Light-duty Vehicles	3,251,180	3,255,499	44,628
b. Light-duty Trucks	2,224,758	2,393,838	54,839
c. Heavy-duty Vehicles	172,889	326,072	n/a
2. Number of Initial Inspections (All Test Types)	5,402,630	5,724,631	76,960
a. Light-duty Vehicles	3,128,004	3,134,470	33,551
b. Light-duty Trucks	2,102,893	2,266,435	43,409
c. Heavy-duty Vehicles	171,733	323,726	n/a
3. Number of Re-Inspections (All Test Types)	246,196	250,778	22,507
a. Light-duty Vehicles	123,176	121,029	11,077
b. Light-duty Trucks	121,864	127,403	11,430
c. Heavy-duty Vehicles	1,156	2,346	n/a
4. Number of Inspections (Initial and Re-Inspection) by Test Type			
a. Safety-Only	1,089,592	1,446,682	n/a
b. Low-Enhanced	160,949	207,717	n/a
c. OBD	4,398,286	4,321,010	98,888
5. Safety Component Initial Failure Rates (All Test Types)			
a. Number of Initial Safety Inspections	5,402,630	5,724,631	76,960
b. Initial Safety Failure Rate	0.97%	1.72%	22.88%
c. Light-duty Vehicles - Safety Failure Rate	0.89%	1.65%	26.44%
d. Light-duty Trucks - Safety Failure Rate	1.11%	1.94%	20.13%
e. Heavy-duty Vehicles - Safety Failure Rate	0.70%	0.91%	n/a
6. Gas Cap Component Initial Failure Rates (Low-Enhanced, OBD)			
a. Number of Initial Gas Cap Inspections	4,309,383	4,257,717	76,409
b. Initial Gas Cap Failure Rate	0.01%	0.00%	0.00%
c. Light-duty Vehicles - Gas Cap Failure Rate	0.01%	0.00%	0.00%
d. Light-duty Trucks - Gas Cap Failure Rate	0.00%	0.00%	0.00%
e. Heavy-duty Vehicles - Gas Cap Failure Rate	0.01%	0.01%	n/a

NYVIP2 Summary	NYMA	Upstate	TLC
7. ECD Component Initial Failure Rates (Low-Enhanced, OBD)			
a. Number of Initial ECD Check Inspections	4,314,533	4,282,115	76,409
b. Initial ECD Check Failure Rate	0.02%	0.03%	0.29%
c. Light-duty Vehicles - ECD Check Failure Rate	0.03%	0.04%	0.49%
d. Light-duty Trucks - ECD Check Failure Rate	0.02%	0.03%	0.15%
e. Heavy-duty Vehicles - ECD Check Failure Rate	0.03%	0.03%	n/a
8. Low-Enhanced Emissions Initial Failure Rates			
a. Number of Initial Low-Enhanced Inspections	159,881	206,012	n/a
b. Initial Low-Enhanced Failure Rate	0.03%	0.03%	n/a
c. Light-duty Vehicles - Low-Enhanced Failure Rate	0.03%	0.04%	n/a
d. Light-duty Trucks - Low-Enhanced Failure Rate	0.00%	0.00%	n/a
e. Heavy-duty Vehicles - Low-Enhanced Failure Rate	0.03%	0.03%	n/a
9. OBD Initial Emissions Failure Rates (All Fuel Types)[7]			
a. Number of Initial OBD Inspections	4,153,183	4,073,442	76,409
b. Initial OBD Failure Rate	5.30%	4.88%	7.10%
c. Light-duty Vehicles - OBD Failure Rate	5.25%	4.89%	7.85%
d. Light-duty Trucks - OBD Failure Rate	5.36%	4.87%	6.53%
10. OBD Re-Inspection Emissions Failure Rates (All Fuel Types)[7]			
a. Number of OBD Re-Inspections	240,494	241,392	22,101
b. OBD Re-Inspection Failure Rate	16.15%	12.77%	8.83%
c. Light-duty Vehicles - OBD Re-Inspection Failure Rate	15.80%	12.71%	8.29%
d. Light-duty Trucks - OBD Re-Inspection Failure Rate	16.50%	12.83%	9.35%
11. Number of OBD Waivers[8]	1,097	864	n/a
a. Light-duty Vehicles	488	365	n/a
b. Light-duty Trucks	609	499	n/a
c. Area Waiver Rate (# waivers / # initial failures)	0.50%	0.43%	n/a
12. Number of OBD 10-Day Extensions	86,983	86,812	n/a
a. Light-duty Vehicles	42,110	40,071	n/a
b. Light-duty Trucks	44,852	46,736	n/a

[7] Inspections requiring only a safety inspection were excluded, so the reported values represent a "true" OBD inspection failure rate. Counts include first and subsequent re-inspections, and re-inspections performed in the reporting year due to failed initial inspections in the previous calendar year. See narrative section II.B.2 and Appendix E for a more refined analysis on re-inspections.

[8] Vehicles initially classified as heavy-duty vehicles (HDVs) by the Appendix J procedure were included within the light-duty truck (LDT) counts.

NYVIP2 Summary	NYMA	Upstate	TLC
13. OBD Initial Emissions Failure Rates, Light-duty Diesel Vehicles			
a. Number of Initial OBD LDDV Inspections	1,422	21,946	35
b. Initial OBD LDDV Failure Rate	17.68%	12.21%	17.14%
c. Light-duty Diesel Vehicle - OBD Initial Failure Rate	15.97%	11.27%	0.00%
d. Light-duty Diesel Truck - OBD Initial Failure Rate	18.17%	13.13%	19.35%
14. OBD Unknown Final Outcome (Based on Unique VINs)[9]			
a. Number of Vehicles	26,702	22,209	174
b. % of Unknown Final Outcome	0.64%	0.55%	0.23%
15. Low-Enhanced Unknown Final Outcome (Based on Unique VINs)[9]			
a. Number of Vehicles	4	14	n/a
b. % of Unknown Final Outcome	0.003%	0.007%	n/a

1. Vehicle Type for Reporting Purposes

The *Test Data Report* requirements of §51.366(a) includes basic statistics according to vehicle MY and vehicle type. Previously submitted annual and program evaluation reports have classified the inspected New York State fleet into three possible vehicle types: light-duty vehicle (LDV), light-duty truck (LDT), or heavy-duty vehicle (HDV). For the 1998 to 2013 annual reports, DEC developed an in-house VIN decoding program to make the required vehicle type classifications. Note that these vehicle type determinations are used exclusively for reporting purposes, as they are not used to determine emissions test type during the actual I/M inspection.

Unlike the previous NYTEST and NYVIP I/M programs, the NYVIP2 inspection software includes an integrated VIN decoding component. To maintain consistency with our past reports, an alternative method was developed to determine vehicle type for NYVIP2 reporting purposes. This method is based predominately on VIN decoded information used by the NYVIP2 software, but there are scenarios where VIN decoded information is not available (i.e., invalid VINs) or where DMV registration and/or inspector changes are allowed by the approved NYVIP2 test sequence.

As part of continuing NYVIP2 software enhancements, the vehicle type classification is being integrated into the inspection record. The procedure used by DEC to validate the reporting of vehicle type, *Procedure for Validating Vehicle Type for Annual Reporting*, is described in detail in Appendix J.

[9] The procedure to determine vehicles with Unknown Final Outcome (Unique VINs) is described in detail in Appendix H. This procedure was updated in 2021 to utilize a more robust querying methodology. See Appendix H for details.

2. Statewide, Onboard Diagnostic Inspections (NYVIP2 and T&LC)

Detailed CY 2022 statistics for NYVIP2 and New York City T&LC OBDII inspections are provided in Appendices A (Table A-2), B (Tables B-1-a-i to B-3-b-ii) and C (Tables C-1-a-i to C-3-b-ii)[10]. These Appendices were used for the summary discussion below.

For NYMA, 1,935,814 LDVs and 1,950,152 LDTs (all fuel types, representing 96.23% of the total emissions tested fleet) received 4,153,183 initial NYVIP2 OBDII inspections. The initial OBDII failure rates for NYMA non-diesel LDVs and LDTs are 5.25% and 5.35% (5.30% combined), respectively, with waiver rates of 0.45% and 0.55% (0.50% combined), respectively. The corresponding initial OBDII failure rates for NYMA diesel-powered LDVs and LDTs are 15.97% and 18.17%, respectively (17.68% combined), with waiver rates of 0.00% and 0.51% (0.41% combined)[11], respectively.

For the Upstate I/M Area, 1,795,294 LDVs and 2,062,380 LDTs (all fuel types, representing 95.07% of the total emissions tested fleet) received 4,073,442 initial OBDII inspections. The corresponding initial OBDII failure rates for Upstate non-diesel LDVs and LDTs are 4.85% and 4.82% (4.84% combined) with waiver rates of 0.39% and 0.47% (0.43% combined), respectively. The corresponding initial OBDII failure rates for Upstate diesel LDVs and LDTs are 11.27% and 13.13%, respectively (12.21% combined) with waiver rates of 0.74% and 0.69% (0.71% combined)[11], respectively.

An analysis on OBD vehicle re-inspections is presented in Appendix E and provides a breakdown of re-inspection counts for first and subsequent re-inspections and their pass/fail rates[12,13] by region, vehicle type, and fuel type. Re-inspections performed in the reporting year as follow-ups to failed initial inspections in the previous CY were excluded from this analysis, as this report focuses on CY 2022 inspections, and these would mostly be captured by the previous report's Unknown Final Outcome analysis (as detailed in Appendix H). For the NYMA region, 208,514 first re-inspections and 31,980 subsequent re-inspections were performed (all LD vehicles and fuel types), with overall inspection failure rates of 14.06% and 29.76%, respectively. For the Upstate region, 217,188 first re-inspections and 24,204 subsequent re-inspections were performed (all LD vehicles and fuel types), with overall inspection failure rates of 11.26% and 26.37%, respectively. See Appendix E for more details.

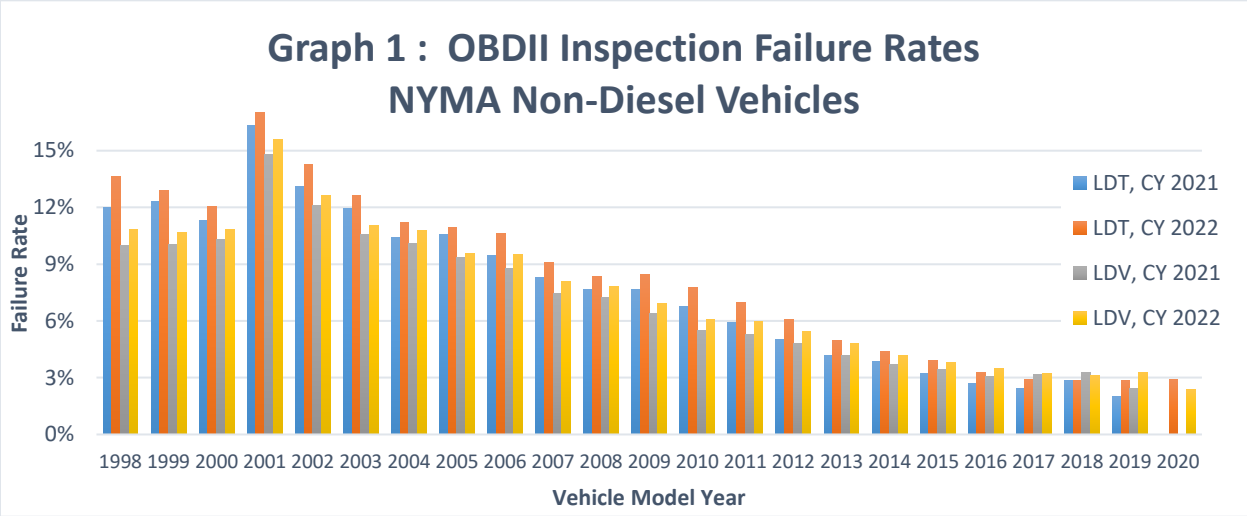
Statewide comparisons of initial OBDII failure rates for non-diesel vehicles by vehicle MY and vehicle type for CYs 2021 and 2022 are shown in Graphs 1 and 2 below. Consistent with observations made in previous reports, there is a pronounced trend of increasing initial OBDII inspection failure rate as vehicles age (i.e., older MYs) as well as a more noticeable "spike" associated with the 2001 MY. The elevated MY 2001 failure rate is due to a change in the stringency of the NYVIP2 OBDII readiness evaluation failure criteria. Beginning with the 2001 MY, applicable vehicles will fail the OBDII inspection if 2 or more non-continuous monitors are reported as "Not Ready." For MYs 1998-2000, the NYVIP2 readiness evaluation is less stringent, as three 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.

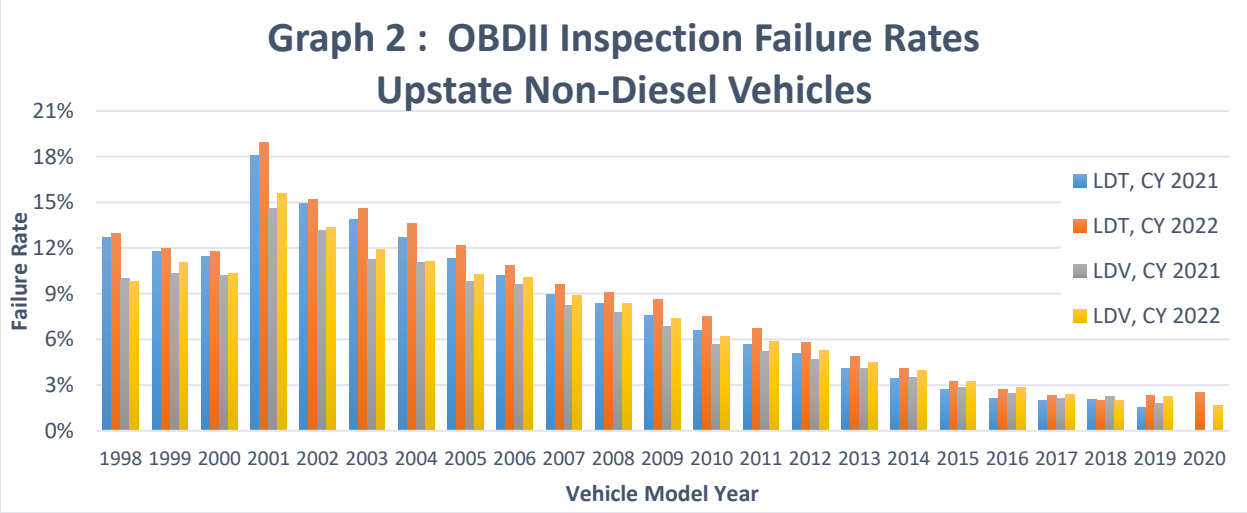
[10] Appendices B and C do not include OBD inspections classified as a heavy-duty vehicle (see Appendix J).

[11] Note only twenty waivers were authorized for diesel-powered vehicles statewide.

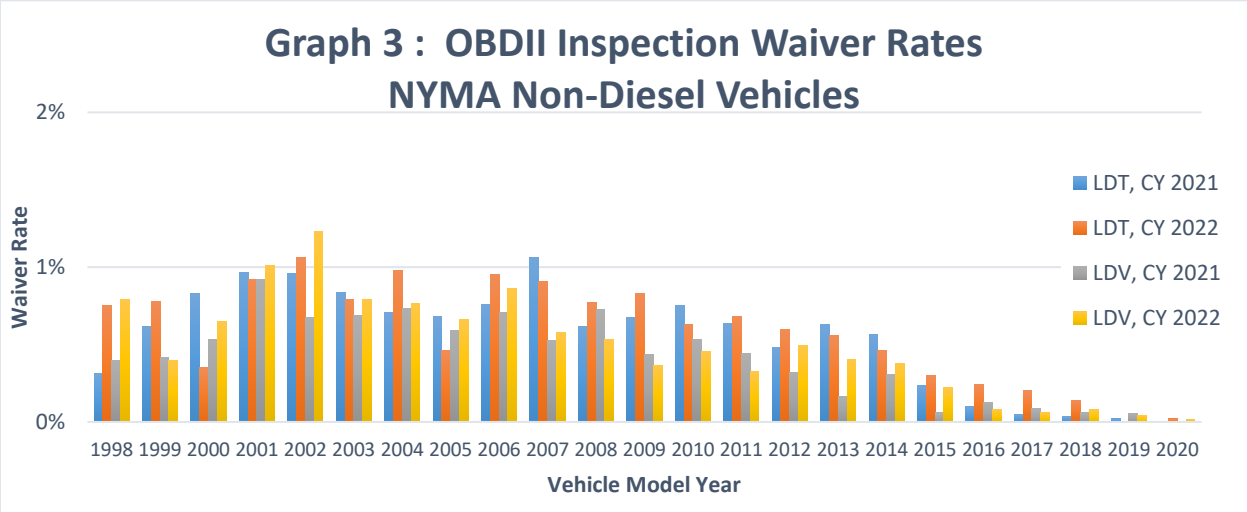
[12] Pass/fail rates for Appendix E are calculated using overall inspection results (and not just OBD emissions test results).

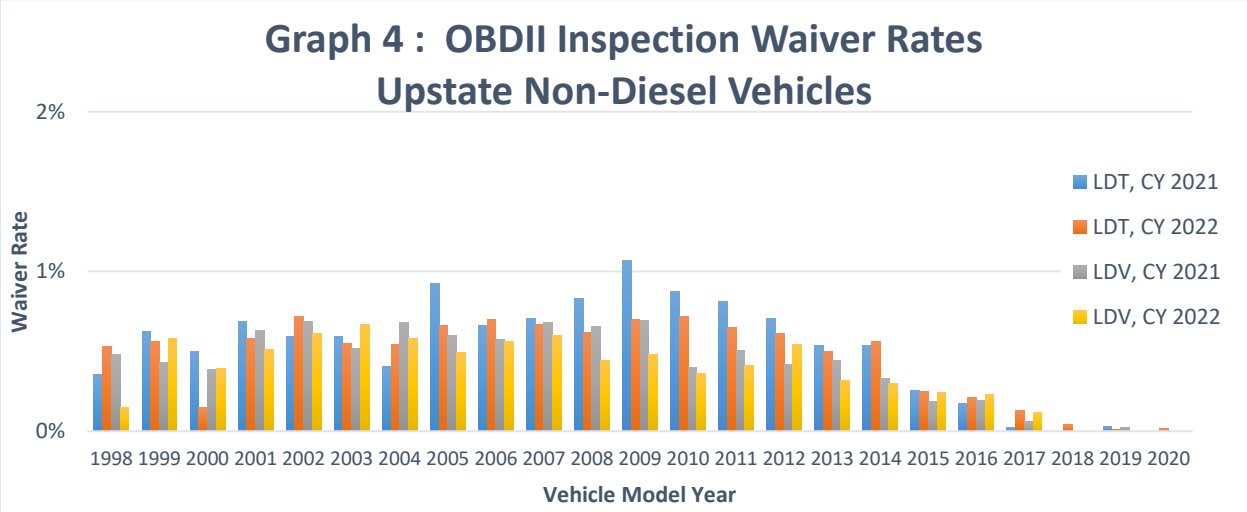
[13] Vehicles that received inspection waivers are categorized as "passing" for the sake of reporting re-inspections since no follow-up inspections are expected for the remainder of the reporting year.





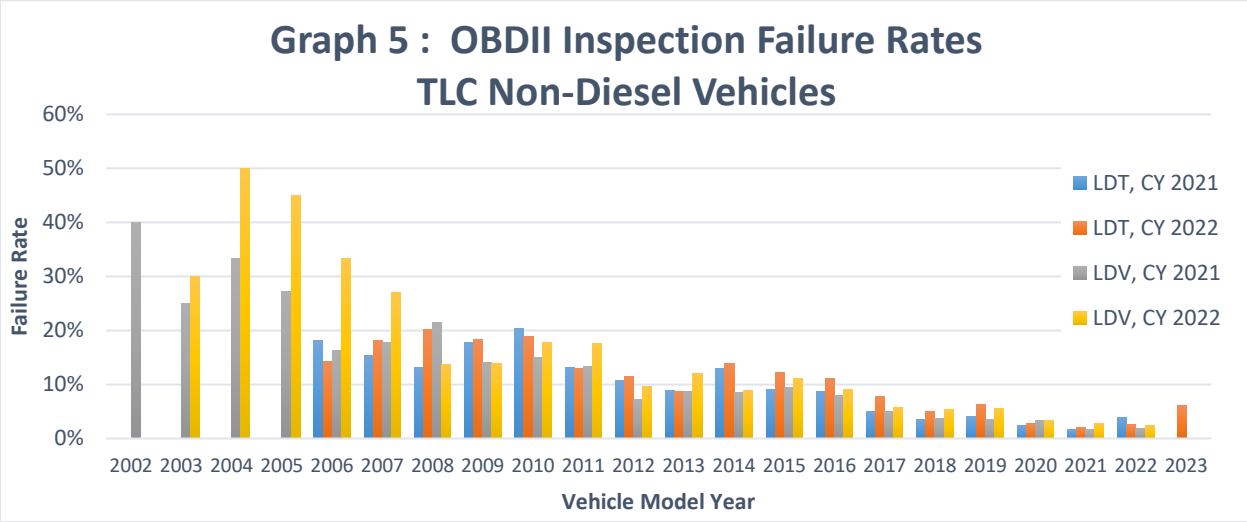
Statewide comparisons of NYVIP2 OBDII waiver rates for non-diesel vehicles by vehicle MY and vehicle type for CYs 2021 and 2022 are shown below in Graphs 3 and 4. The overall waiver rates for NYMA and Upstate are comparable for both CYs 2021 and 2022.





During CY 2022, the T&LC fleet completed 76,409 initial OBDII inspections on 29,871 distinct LDVs and 36,201 distinct LDTs. The corresponding initial OBDII failure rates for non-diesel LDVs and LDTs are 7.85% and 6.53%, respectively (7.10% combined). The corresponding values for diesel LDVs and LDTs are 0.00% and 19.35%, respectively (17.14% combined).

The T&LC OBDII inspection records are reported directly to Opus Inspection. Comparisons of T&LC OBDII inspection failure rates for non-diesel vehicles, by vehicle MY and vehicle type, for CYs 2021 and 2022 are shown in Graph 5. Note that the T&LC does not authorize emissions waivers.



3. Testing Facilities

Based on unique DMV station identification numbers, 9,682 public inspection stations completed NYVIP2 inspections statewide during CY 2022. 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 county (see Appendix D).

Within NYMA, Suffolk and Nassau Counties had the largest number of testing facilities (876 and 761, respectively). The two counties with the highest LDV initial OBDII test volumes were Suffolk County (451,322 inspections) and Nassau County (410,929 inspections). The two counties with the highest LDT initial OBDII test volumes were again Suffolk County (485,282 inspections) and Nassau County (403,540 inspections). Bronx and Kings Counties had the highest OBDII failure rates for LDVs (6.83% and 6.16%, respectively) and LDTs (7.41% and 6.40%, respectively).

Within the Upstate I/M Area, Erie County had the largest number of testing facilities (754 facilities), as well as the highest LDV (237,795 inspections) and LDT (292,418 inspections) initial test volumes. The three highest LDV OBDII inspection failure rates were noted in Orleans (7.86%), Allegany (7.10%), and Franklin (7.10%) counties. The three highest LDT failure rates were Orleans (7.45%), Allegany (6.69%) and Cattaraugus (6.50%) 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 3,743 NYMA inspection stations and 12,539 licensed inspectors, DMV conducted 4,242 overt audits and 894 covert audits during CY 2022.

These audits combined with consumer complaints led to DMV administrative hearings resulting in 20 inspection station license revocations and 23 station license suspensions (total of 423 days) during CY 2022. 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 2022)

Category	Overt Audits	Covert Audits	Surveillance	Complaints	TOTAL
Total Cases:	4,242	894	0	42	5,178
No Action	3,404	376	0	20	3,800
Warnings Issued	636	188	0	14	838
Hearings Held	202	330	0	8	540
Hearing Results:					
Adjourned	0	0		0	0
No Action	2	0		0	2
Warning Issued	2	0		0	2
Revocation	18	0		2	20
Suspension	11	10		2	23
Civil Penalty (# of)	168	284		13	465
Mainframe Case	182	284		14	480
Civil Penalty Levied	$218,050	$232,450		$14,950	$465,450
Days Suspended	292	93		38	423

During CY 2022, DMV staff used 7 vehicles and 11 auditors for undercover covert audits in NYMA. Of the total of 894 covert audits, 267 audits involved setting vehicles to fail for a single component of the OBDII inspection. 247 of these inspections were for the presence of the gas cap and 66 of them were for readiness monitors. Of the total covert audits (894), 421 inspection stations completed an appropriate inspection, and 364 inspection stations completed an inappropriate inspection (covert vehicle set to fail, but inspection passed). 109 stations did not honor the reservation (appointment) for the inspection.

As previously reported, 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 NYVIP2 data analysis of completed inspections by DMV's Central Office (Albany) or one of the six DMV Regional Offices.

Data elements triggering potential audits 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 CY 2022, 515 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 42 NYMA consumer complaints resulting in 2 inspection station suspensions (38 days) and 13 civil penalties during CY 2022.

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 NYVIP2 real-time data transmission environment. A total of 348 administrative stops were issued in NYMA during CY 2022. Table II.C.2 summarizes the statistics on administrative stops.

Table II.C.2: Statistics on NYSDMV Administrative Stops (Calendar Year 2022)

Reason for Issuing an Administrative Stop	NYMA	Upstate
Missing or Inoperative Equipment	144	188
Transferred right to apply for a public emission inspection station	68	93
Clean Air Inspection Audit	37	8
Management Review	68	36
Failure to Pay Civil Penalties	30	18
Bad Checks	1	3
Shortage for facility renewal	0	0
Suspended Pending Hearing	0	0
Failure to Have CVIS (Computerized Vehicle Inspection System)	0	0
Undeliverable returned mail	0	6
Out of Business	0	0
Revenue Accounting	0	0
Shortage for facility original licenses	0	0
Shortage for Sticker Order	0	0
No Communication from Facility	0	0
No Connection to VID	0	0
TOTAL	**348**	**352**

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 5,939 Upstate Area inspection stations and 19,274 licensed inspectors, DMV conducted 6,394 overt audits and 176 covert audits during CY 2022. These audits and consumer complaints led to DMV administrative hearings resulting in eight inspection station license revocations and 16 station license suspensions (total of 346 days) during CY 2022. 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 2022)

Category	Overt Audit	Covert Audits	Surveillance	Complaints	TOTAL
Total Cases:	6,394	176	0	134	6,704
No Action	5,115	57	0	17	5,189
Warnings Issued	1,146	56	0	77	1,279
Hearings Held	133	63	0	40	236
Hearing Results:					
Adjourned	0	0		0	0
No Action	0	0		0	0
Warning Issued	0	1		2	3
Revocation	5	1		2	8
Suspension	4	8		4	16
Civil Penalty (# of)	89	76		30	195
Mainframe Case	93	79		32	204
Civil Penalty Levied	$70,050	$60,575		$28,224	$158,849
Days Suspended	18	203		125	346

During CY 2022, DMV used 4 vehicles and 14 auditors for undercover (covert) audits in the Upstate I/M Area. Of a total of 176 covert audits, 59 audits involved setting a vehicle to fail for a single component of an OBDII emissions test. The components set to fail included: 2 for gas cap, 33 for failing the OBDII readiness evaluation, 104 for PCV, and numerous safety inspection related failures. Of the total (176), 83 inspection stations completed an appropriate inspection, and 82 inspection stations completed an inappropriate inspection (i.e., covert vehicle set to fail, but inspection passed). 11 inspection stations did not honor the reservation to conduct an official inspection.

During CY 2022, DMV staff completed 592 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 NYVIP2 data analysis completed by DMV's Central Office (Albany) or one of the six DMV Regional Offices.

Data elements triggering potential audits 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 134 consumer complaints from the Upstate I/M Area, four stations were suspended and 30 had civil penalties levied against them.

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, 352 administrative stops were issued in the Upstate I/M Area during CY 2022.

D. Enforcement Program Report

New York utilizes both sticker-based and computer matching registration-based enforcement mechanisms. Inspection certificates or "stickers" are authorized by NYVIP2 when a vehicle passes the annual safety/emissions inspection. Sticker inventory is accounted for electronically by NYVIP2. With these computerized systems, the number of stickers missing, stolen, or sold has decreased. During CY 2022, NYVIP2 issued 5,448,765 and 5,163,269 inspection stickers in NYMA and the Upstate I/M Areas 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 NYVIP2 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 NYVIP2 software will decode the applicable MY and evaluate GVWR using the encoded vehicle identification number (VIN). The NYVIP2 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 165,829 traffic tickets issued to motorists in 2022 for operating an uninspected vehicle pursuant to Vehicle and Traffic Law, Section 306(b). Of these tickets, 50,109 were issued in NYMA and 115,720 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 superseded 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 CY 2022, 5,977,328 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, 270,705 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 2022)

Month	NYMA			Upstate		
	Renewals	Denials	% Denied	Renewals	Denials	% Denied
January	199,190	10,328	5.2%	229,650	7,070	3.1%
February	197,406	12,478	6.3%	178,464	8,755	4.9%
March	242,990	15,732	6.5%	277,291	12,587	4.5%
April	241,608	10,315	4.3%	314,547	8,765	2.8%
May	266,556	12,326	4.6%	311,289	9,722	3.1%
June	271,994	17,057	6.3%	275,224	12,764	4.6%
July	250,072	12,996	5.2%	253,110	10,270	4.1%
August	247,193	14,365	5.8%	238,125	11,014	4.6%
September	251,101	13,103	5.2%	226,101	9,139	4.0%
October	219,285	12,055	5.5%	191,558	8,364	4.4%
November	234,174	13,348	5.7%	291,602	9,257	3.2%
December	242,078	11,286	4.7%	289,464	7,609	2.6%
TOTAL	**2,863,647**	**155,389**	**5.4%**	**3,113,681**	**115,316**	**3.7%**

2. Sticker Compliance Survey

DMV continued the longstanding quarterly sticker compliance survey and 10,144 sticker surveys were completed statewide during CY 2022. The survey data resulted in a statewide compliance rate of 95.35% which is slightly higher than CY 2021 (95.03%). DMV varied compliance survey locations during CY 2022. A summary of Sticker Compliance Surveys for CYs 2010 - 2022 is included as Appendix I.

E. Program Changes & Issues Discovered During the Reporting Period

1. Software Update

Software update version 21.12.01 was implemented beginning on March 15, 2022. Details of the enhancements provided by the updates are included under Appendix K.

2. DMV Regulatory Changes, 15 NYCRR Part 79 and 6 NYCRR Part 217

There were no revisions were made to 15 NYCRR Part 79 during CY 2022.

Section 79.7 was revised, effective July 13, 2011, 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, DMV places new applications for an inspection station license on a waiting list. If the number of stations falls below the designated maximum for 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.

DEC proposed revisions[14] to Subpart 217-5 on November 23, 2022 to modify the existing NYMA-based Heavy-Duty Diesel I/M program requirements. Since 1999, DMV licensed official diesel inspection stations (ODEIS) have completed annual smoke opacity emissions testing for applicable HDDVs registered within NYMA. The proposed rule would integrate HDDV I/M into NYVIP3 and would require all ODEIS to use new smoke opacity equipment. The proposed revisions would allow for DEC to audit ODEIS more effectively while also providing DEC the ability to modify opacity cutpoints.

3. Contractor Selection

Opus Inspection was selected as the NYVIP2 program manager following the completion of a Request for Proposals (RFP) procurement (released March 2012). The transition from the original NYVIP contract (SGS TESTCOM) to NYVIP2 was completed on January 15, 2014. In June 2020, the Opus contract was extended.

The NYVIP3 RFP was released November 14, 2019, and Opus Inspection was awarded the NYVIP3 program manager contract on June 28, 2021. All inspection facilities were notified of NYVIP3 system changes on December 21, 2021 (see Appendix K, page K-8). Stations were notified of NYVIP3

[14] See: https://www.dec.ny.gov/enb/20221123_not0.html

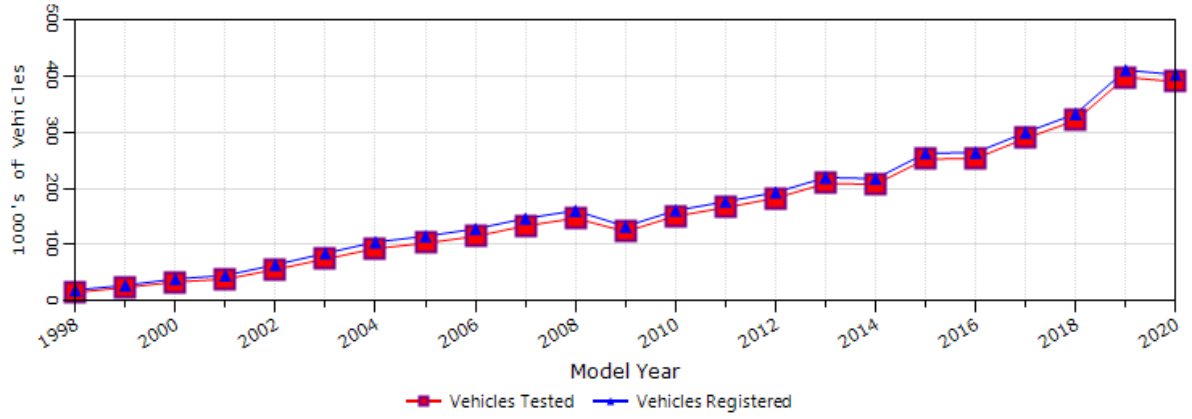
equipment delays due to supply chain shortages on May 26, 2022 (see Appendix K, page K-13). The transition to NYVIP3 began in December 2022 with a small number of "beta" stations completing official inspections. The complete transition to NYVIP3 is anticipated during the fourth quarter of 2023.

During CY 2022, all emissions inspections (except for HDDV I/M) were completed through NYVIP2 or the NYC T&LC.

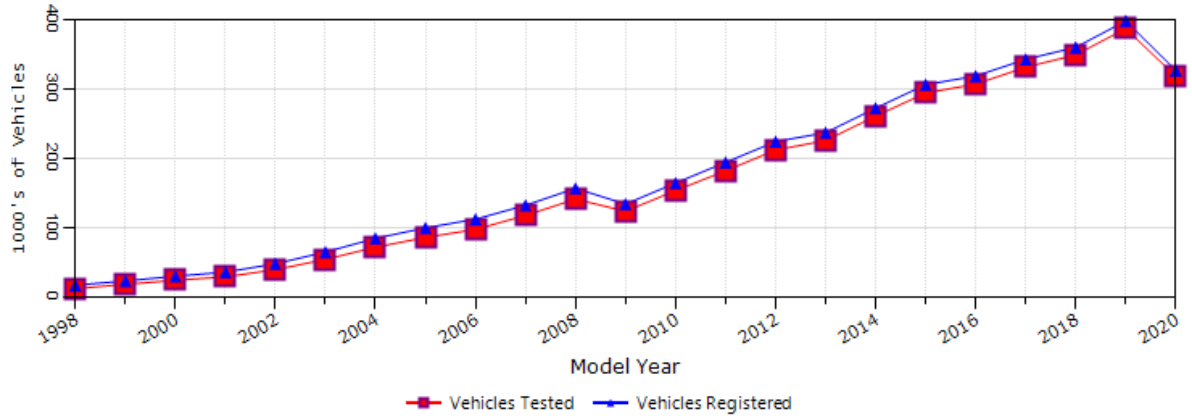
F. Vehicle Registrations vs. Emissions Tests, CY 2022

The Departments and Opus Inspection compared vehicle registration data (i.e., vehicles potentially subject to emissions testing) to those vehicles actually receiving a passing (or waivered) emission test for both NYMA and the Upstate areas for CY 2022. The procedure used for this comparison is described further within Appendix F, *Procedure to Sort DMV Registration File and Matching of Emissions Inspections – I/M Program Evaluation.* Appendix G contains the referenced *Registration Type Codes*. In summary, the NYMA and Upstate I/M areas were found to have a combined 94.10% compliance rate. Graphs 6 and 7 provide by MY comparisons for NYMA and the Upstate I/M areas.

Graph 6 : Vehicle Registrations vs. Vehicle Emissions Tested NYMA



Graph 7 : Vehicle Registrations vs. Vehicle Emissions Tested UPSTATE



III. CONCLUSIONS

New York State has maintained its mature vehicle inspection and maintenance programs (NYVIP2, NYC T&LC) without significant disruption or inconvenience to inspection stations or motorists. As outlined within this report, the most significant reporting metrics, including OBD failure rates (Graphs 1, 2, and 5), OBD waiver rates (Graphs 3 and 4), vehicles with no known final outcome (Table II.B.2), and the comparison of emissions tested versus registered vehicles (Graphs 6 and 7), all remain consistent with the CY 2021 and previous reports.

The annual DMV sticker compliance survey yielded a slightly higher compliance rate compared to CY 2021.

DEC and DMV staff completed the necessary regulatory and programmatic changes for the NYVIP2 and NYVIP3 I/M programs. New York State has maximized program effectiveness through enhanced enforcement (e.g., data analysis, undercover operations) and focused quality assurance and quality control (e.g., waiver monitoring, station auditing) measures. The Departments and Opus have designed NYVIP2 to facilitate EPA reporting using the Opus vehicle inspection database (VID). These efforts will continue throughout NYVIP2 and into NYVIP3.

The New York City T&LC OBDII inspection program continues to inspect its yellow medallion taxicab fleet and applicable For-Hire vehicles at the Woodside (Queens) centralized test-only station. DEC completes EPA reporting for T&LC inspections using the Opus Inspection database.

The transition from NYVIP2 to NYVIP3 began in December 2022 and is expected to be complete by the end of calendar year 2023.

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 our citizens.

APPENDICES

Appendix A

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

Based on Data Collected from DMV Registration File Dated 3/8/22

New York Metropolitan Area (9 Counties)									Upstate New York (53 Counties)							
			*Gasoline Powered***		*Diesel Powered*		*Other Fuels****				*Gasoline Powered***		*Diesel Powered*		*Other Fuels****	
Vehicle Model Year	Total Vehicles	Model Year Distribution	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Total Vehicles	Model Year Distribution	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty
Pre-1998	120,326	2.26%	106,994	2,725	3,172	7,397	31	7	178,065	3.36%	147,039	8,626	5,573	16,767	38	22
1998	21,419	0.40%	19,349	342	319	1,404	3	2	20,274	0.38%	16,727	856	493	2,190	5	3
1999	30,971	0.58%	27,023	704	709	2,530	5	-	28,204	0.53%	21,593	1,333	1,452	3,803	10	13
2000	42,898	0.81%	37,997	1,016	742	3,121	11	11	35,689	0.67%	28,203	1,634	1,378	4,449	20	5
2001	49,015	0.92%	44,446	994	770	2,788	16	1	41,624	0.79%	33,846	1,911	1,626	4,216	21	4
2002	67,894	1.28%	62,953	1,185	919	2,799	38	-	53,553	1.01%	45,349	2,032	1,887	4,062	210	13
2003	88,610	1.67%	82,910	1,617	1,078	2,970	17	18	71,014	1.34%	61,605	2,491	2,276	4,601	24	17
2004	109,555	2.06%	102,435	1,958	1,128	3,976	47	11	91,658	1.73%	80,902	3,082	2,278	5,342	40	14
2005	120,756	2.27%	112,810	1,906	1,389	4,565	38	48	108,271	2.04%	95,742	3,207	2,548	6,720	41	13
2006	135,222	2.54%	124,908	2,770	1,616	5,871	15	42	122,262	2.31%	107,787	3,525	3,040	7,773	105	32
2007	154,711	2.91%	145,054	2,127	1,011	6,303	86	130	142,594	2.69%	129,382	2,896	1,920	8,104	284	8
2008	167,100	3.14%	158,268	2,878	1,281	4,496	68	109	166,420	3.14%	153,775	4,256	1,957	6,205	225	2
2009	137,528	2.59%	131,559	1,647	522	3,167	72	561	140,262	2.65%	132,538	2,833	729	3,983	175	4
2010	165,097	3.10%	159,562	1,652	726	2,928	120	109	169,915	3.21%	162,562	2,610	817	3,566	324	36
2011	183,102	3.44%	174,047	2,880	1,275	4,317	165	418	203,279	3.84%	189,239	5,271	2,131	6,148	441	49
2012	200,301	3.77%	189,521	3,842	1,711	4,723	329	175	234,021	4.42%	218,066	5,783	2,500	6,734	748	190
2013	227,083	4.27%	215,997	3,685	1,671	5,061	514	155	245,909	4.64%	231,166	5,534	2,316	6,041	736	116
2014	226,671	4.26%	213,667	3,871	2,573	5,854	594	112	282,220	5.33%	265,628	5,683	3,299	6,659	833	118
2015	275,218	5.17%	257,613	5,474	2,961	8,142	774	254	320,648	6.05%	295,317	10,081	4,159	10,052	863	176
2016	277,835	5.22%	258,405	6,626	2,413	9,129	1,082	180	335,135	6.33%	308,718	11,356	2,601	11,345	935	180
2017	313,326	5.89%	295,015	7,100	1,630	7,877	1,501	203	360,109	6.80%	333,359	11,764	2,051	11,143	1,459	333
2018	347,001	6.52%	327,947	6,007	1,522	7,373	3,966	186	377,627	7.13%	351,890	10,196	2,336	10,955	2,002	248
2019	427,805	8.04%	404,155	8,603	1,517	9,777	3,592	161	419,457	7.92%	387,626	13,122	1,804	13,960	2,647	298
2020	418,776	7.87%	397,442	6,129	1,241	7,370	6,480	114	346,756	6.55%	317,756	11,567	1,899	12,058	3,173	303
2021+	1,010,996	19.01%	940,197	12,221	3,627	13,266	40,748	937	801,742	15.14%	724,223	24,679	6,482	26,826	18,919	613
Total	**5,319,216**		**4,990,274**	**89,959**	**37,523**	**137,204**	**60,312**	**3,944**	**5,296,708**		**4,840,038**	**156,328**	**59,552**	**203,702**	**34,278**	**2,810**
% of Total		**100.00%**	**93.82%**	**1.69%**	**0.71%**	**2.58%**	**1.13%**	**0.07%**		**100.00%**	**91.38%**	**2.95%**	**1.12%**	**3.85%**	**0.65%**	**0.05%**

* Excluding vehicle types exempt from NYS I/M Program (trailers, ATVs, motor boats, motorcycles, and locomotives), and vehicles model year 1965 and older

** 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 1/1/2022 to 12/31/2022)

	New York Metropolitan Area (9 Counties)							Upstate New York (53 Counties)							NYC Taxi & Limousine			
			OBD II Inspected		*Low-Enhanced Inspected Only*					*OBD II Inspected*		*Low-Enhanced Inspected Only*					*OBD II Inspected*	
Vehicle Model Year	Total Vehicles	Model Year Distribution	Light Duty Vehicle	Light Duty Truck	Light Duty Vehicle	Light Duty Truck	Heavy Duty Vehicle	Total Vehicles	Model Year Distribution	Light Duty Vehicle	Light Duty Truck	Light Duty Vehicle	Light Duty Truck	Heavy Duty Vehicle	Total Vehicles	Model Year Distribution	Light Duty Vehicle	Light Duty Truck
1998	18,093	0.448%	10,307	6,678			1,104	15,286	0.377%	6,772	7,068			1,425				
1999	25,687	0.636%	13,882	9,695			2,107	20,462	0.504%	9,232	8,680			2,526				
2000	36,482	0.903%	19,473	13,983			3,021	26,762	0.660%	12,218	11,162			3,361				
2001	42,199	1.045%	21,534	17,125			3,535	32,054	0.790%	14,716	13,098			4,208				
2002	60,316	1.494%	29,384	26,914			4,016	43,343	1.068%	19,188	19,325			4,793	1	0.002%	1	
2003	79,726	1.974%	38,945	35,265			5,509	58,824	1.450%	25,784	26,506			6,465	7	0.011%	6	1
2004	98,991	2.451%	43,664	49,545			5,780	77,476	1.909%	31,600	38,245			7,575	4	0.006%	4	
2005	109,398	2.709%	50,982	52,401			6,002	92,388	2.277%	42,427	43,008			6,881	19	0.029%	17	2
2006	121,899	3.018%	56,953	56,110			8,828	105,182	2.592%	49,925	47,352			7,822	18	0.027%	11	7
2007	141,659	3.508%	70,808	64,616			6,227	125,989	3.105%	63,303	56,408			6,202	95	0.144%	76	19
2008	155,514	3.851%	74,812	72,235			8,121	151,441	3.732%	72,777	70,023			8,444	137	0.207%	72	65
2009	130,351	3.228%	76,168	49,613			4,559	130,920	3.226%	77,086	47,865			5,895	232	0.351%	140	92
2010	157,872	3.909%	88,113	65,398			4,355	161,464	3.979%	88,417	67,564			5,388	435	0.658%	252	183
2011	174,256	4.315%	83,748	83,505			6,994	191,326	4.715%	90,511	91,524			9,170	1,061	1.606%	615	446
2012	190,795	4.724%	99,281	83,888			7,618	221,874	5.468%	113,580	98,349			9,822	1,436	2.173%	753	683
2013	218,422	5.409%	117,766	93,418			7,226	235,248	5.798%	121,778	104,546			8,780	2,280	3.451%	1,364	916
2014	216,903	5.371%	106,124	103,957			6,813	272,120	6.706%	126,445	136,912			8,552	4,238	6.414%	2,670	1,568
2015	264,684	6.554%	127,790	127,522			9,359	306,394	7.551%	135,370	155,532			15,302	6,766	10.240%	4,121	2,645
2016	266,821	6.607%	125,724	130,427			10,657	319,720	7.879%	133,724	169,758			16,050	8,620	13.046%	4,739	3,881
2017	306,150	7.581%	140,265	154,381			11,481	344,269	8.484%	138,535	189,146			16,352	8,101	12.261%	4,949	3,152
2018	341,082	8.446%	145,725	185,790			9,556	363,179	8.950%	134,051	215,170			13,725	9,874	14.944%	4,328	5,546
2019	453,527	11.230%	181,162	260,098			12,251	414,141	10.206%	138,487	258,273			17,148	6,357	9.621%	2,147	4,210
2020	427,583	10.588%	213,204	206,179			8,191	347,764	8.571%	149,368	184,314			13,922	5,490	8.309%	1,432	4,058
2021															4,835	7.318%	1,159	3,676
2022															5,634	8.527%	971	4,663
2023															432	0.654%	44	388
Other				1,409*	76^						2,552*	144^						
Total:	**4,038,410**	**100%**	**1,935,814**	**1,950,152**	**76**	**0**	**153,310**	**4,057,626**	**100%**	**1,795,294**	**2,062,380**	**144**	**0**	**199,808**	**66,072**	**100%**	**29,871**	**36,201**
% of Total:			**47.94%**	**48.29%**	**0.00%**	**0.00%**	**3.80%**			**44.24%**	**50.83%**	**0.00%**	**0.00%**	**4.92%**			**45.21%**	**54.79%**

*Post-inspection vehicle type classification (Heavy Duty Vehicles) inconsistent with emissions testing applicability

^Custom "homemade" vehicles exempt from OBD testing

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II --- Passed Gas Cap	--- Passed OBD II --- Failed Gas Cap	--- Failed OBD II --- Passed Gas Cap	--- Failed OBD II --- Failed Gas Cap	MIL Commanded On No DTC	MIL Commanded On With DTC	MIL NOT Commanded On No DTC	MIL NOT Commanded On With DTC	Rec'd Waiver	Waiver Rate
1998	10,516	9,375	1,139	10.83%	9,374	1	1,139	0	0	319	9,072	1	9	0.79%
1999	14,201	12,682	1,518	10.69%	12,682	0	1,517	1	0	357	12,315	0	6	0.40%
2000	19,920	17,761	2,157	10.83%	17,761	0	2,157	0	0	586	17,459	0	14	0.65%
2001	22,203	18,736	3,466	15.61%	18,736	0	3,466	0	0	616	19,247	0	35	1.01%
2002	30,210	26,397	3,811	12.61%	26,396	1	3,811	0	2	620	26,259	3	46	1.21%
2003	39,931	35,521	4,408	11.04%	35,521	0	4,408	0	0	712	34,796	1	35	0.79%
2004	44,761	39,934	4,821	10.77%	39,930	4	4,821	0	0	785	38,848	2	37	0.77%
2005	52,251	47,240	5,000	9.57%	47,237	3	4,999	1	1	787	45,781	0	33	0.66%
2006	58,442	52,872	5,567	9.53%	52,871	1	5,566	1	0	956	50,675	1	48	0.86%
2007	72,568	66,695	5,868	8.09%	66,691	4	5,867	1	1	1,018	63,569	0	34	0.58%
2008	76,911	70,893	6,007	7.81%	70,891	2	6,007	0	1	915	68,362	0	32	0.53%
2009	78,348	72,904	5,438	6.94%	72,903	1	5,438	0	0	806	71,653	0	20	0.37%
2010	90,698	85,199	5,499	6.06%	85,198	1	5,499	0	1	764	83,946	0	25	0.45%
2011	86,960	81,778	5,177	5.95%	81,775	3	5,177	0	0	696	80,802	0	17	0.33%
2012	103,224	97,582	5,635	5.46%	97,577	5	5,634	1	1	743	96,143	0	28	0.50%
2013	123,433	117,486	5,941	4.81%	117,480	6	5,940	1	0	643	115,204	2	24	0.40%
2014	113,641	108,892	4,742	4.17%	108,889	3	4,742	0	0	566	106,915	2	18	0.38%
2015	140,271	134,894	5,370	3.83%	134,891	3	5,369	1	0	621	132,838	1	12	0.22%
2016	139,709	134,792	4,903	3.51%	134,597	195	4,902	1	0	506	133,430	1	4	0.08%
2017	156,485	151,424	5,054	3.23%	151,420	4	5,054	0	0	456	149,738	7	3	0.06%
2018	159,847	154,870	4,969	3.11%	154,863	7	4,969	0	0	332	155,075	1	4	0.08%
2019	205,214	198,440	6,763	3.30%	198,430	10	6,760	3	2	315	201,183	3	3	0.04%
2020	232,137	226,643	5,482	2.36%	226,629	14	5,482	0	0	356	228,361	3	1	0.02%
Total:	2,071,881	1,963,010	108,735	5.25%	1,962,742	268	108,724	11	9	14,475	1,941,671	28	488	0.45%

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1998	10,516	0	0.00%	0	0.00%	1	0.01%	2,754	26.49%	1,386	13.32%	747	11.31%
1999	14,201	37	0.26%	0	0.00%	5	0.04%	3,351	23.84%	1,696	12.06%	941	10.78%
2000	19,920	112	0.58%	6	0.03%	9	0.05%	4,657	23.62%	2,422	12.27%	1,068	9.18%
2001	22,203	331	1.50%	14	0.06%	49	0.22%	3,784	17.22%	2,021	9.18%	919	7.95%
2002	30,210	727	2.42%	21	0.07%	84	0.28%	4,089	13.65%	2,507	8.37%	853	6.91%
2003	39,931	361	0.91%	35	0.09%	227	0.57%	5,075	12.87%	2,942	7.45%	964	6.40%
2004	44,761	411	0.92%	22	0.05%	68	0.15%	5,770	13.00%	3,265	7.35%	1,072	5.83%
2005	52,251	270	0.52%	7	0.01%	23	0.04%	4,965	9.58%	4,097	7.90%	1,178	5.48%
2006	58,442	43	0.07%	1	0.00%	0	0.00%	5,197	8.97%	4,409	7.61%	1,127	5.28%
2007	72,568	24	0.03%	3	0.00%	1	0.00%	5,526	7.67%	4,780	6.63%	1,058	4.47%
2008	76,911	2	0.00%	0	0.00%	0	0.00%	6,479	8.49%	4,746	6.21%	992	3.67%
2009	78,348	1	0.00%	0	0.00%	0	0.00%	6,207	7.97%	4,311	5.53%	1,521	3.01%
2010	90,698	0	0.00%	0	0.00%	56	0.06%	5,745	6.37%	4,610	5.11%	1,994	2.33%
2011	86,960	1	0.00%	1	0.00%	281	0.32%	5,054	5.85%	4,628	5.35%	1,994	2.35%
2012	103,224	0	0.00%	0	0.00%	1,757	1.71%	4,920	4.80%	5,400	5.26%	2,201	2.18%
2013	123,433	2	0.00%	0	0.00%	3,169	2.58%	4,832	3.94%	5,927	4.82%	2,506	2.05%
2014	113,641	0	0.00%	1	0.00%	2,677	2.36%	3,610	3.19%	4,491	3.97%	2,069	1.84%
2015	140,271	6	0.00%	2	0.00%	3,451	2.47%	4,088	2.93%	4,761	3.41%	2,429	1.75%
2016	139,709	0	0.00%	1	0.00%	3,504	2.52%	3,789	2.73%	4,120	2.96%	2,079	1.49%
2017	156,485	4	0.00%	3	0.00%	3,650	2.34%	3,967	2.55%	4,232	2.71%	2,159	1.39%
2018	159,847	3	0.00%	1	0.00%	3,940	2.47%	3,040	1.91%	4,167	2.62%	2,905	1.83%
2019	205,214	7	0.00%	9	0.00%	4,651	2.28%	3,989	1.95%	5,974	2.92%	5,545	2.72%
2020	232,137	3	0.00%	1	0.00%	3,414	1.48%	2,917	1.26%	4,441	1.92%	6,335	2.74%
Total:	2,071,881	2,345	0.11%	128	0.01%	31,017	1.50%	103,805	5.04%	91,333	4.43%	44,656	2.53%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1998	10,516	3,373	33.52%	0	0.00%	626	6.03%	442	21.46%	0	0.00%
1999	14,201	4,506	32.09%	0	0.00%	554	3.95%	397	13.67%	0	0.00%
2000	19,920	6,697	34.03%	1	16.67%	730	3.71%	545	10.95%	0	0.00%
2001	22,203	6,474	29.50%	3	37.50%	705	3.21%	659	11.99%	0	0.00%
2002	30,210	8,343	27.89%	0	0.00%	834	2.81%	640	10.17%	0	0.00%
2003	39,931	9,891	25.08%	2	12.50%	875	2.25%	721	11.03%	2	13.33%
2004	44,761	10,367	23.37%	0	0.00%	948	2.18%	768	11.01%	0	0.00%
2005	52,251	10,973	21.17%	2	14.29%	902	2.28%	725	11.51%	2	1.60%
2006	58,442	12,018	20.74%	0	0.00%	852	1.88%	765	11.78%	0	0.00%
2007	72,568	12,371	17.16%	0	0.00%	890	1.38%	658	8.31%	0	0.00%
2008	76,911	11,483	15.03%	0	0.00%	995	1.31%	766	7.70%	0	0.00%
2009	78,348	10,051	12.89%	0	0.00%	867	1.11%	441	4.99%	0	0.00%
2010	90,698	10,052	11.14%	0	0.00%	996	1.10%	423	4.98%	0	0.00%
2011	86,960	9,173	10.60%	0	0.00%	1,038	1.20%	385	3.65%	0	0.00%
2012	103,224	9,326	9.09%	0	0.00%	1,039	1.01%	299	3.50%	0	0.00%
2013	123,433	10,246	8.34%	0	0.00%	1,255	1.02%	282	3.12%	0	0.00%
2014	113,641	8,789	7.76%	0	0.00%	995	0.88%	169	2.47%	0	0.00%
2015	140,271	9,581	6.86%	0	0.00%	860	0.62%	87	1.37%	0	0.00%
2016	139,709	8,973	6.45%	0	0.00%	820	0.59%	128	2.03%	0	0.00%
2017	156,485	9,457	6.07%	0	0.00%	689	0.44%	85	1.34%	0	0.00%
2018	159,847	8,635	5.42%	0	0.00%	667	0.46%	30	0.79%	0	0.00%
2019	205,214	10,414	5.10%	0	0.00%	895	0.46%	78	1.03%	0	0.00%
2020	232,137	8,458	3.66%	0	0.00%	825	0.36%	23	0.62%	1	100.00%
Total:	2,071,881	209,651	10.17%	8	3.29%	19,857	0.99%	9,516	6.25%	5	1.66%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II --- Passed Gas Cap	--- Passed OBD II --- Failed Gas Cap	--- Failed OBD II --- Passed Gas Cap	--- Failed OBD II --- Failed Gas Cap	MIL Commanded On No DTC	MIL Commanded On With DTC	MIL NOT Commanded On No DTC	MIL NOT Commanded On With DTC	Rec'd Waiver	Waiver Rate
1998	6,853	5,919	931	13.59%	5,919	0	931	0	0	318	5,626	0	7	0.75%
1999	9,951	8,666	1,285	12.91%	8,666	0	1,285	0	0	417	8,434	0	10	0.78%
2000	14,308	12,582	1,724	12.05%	12,582	0	1,724	0	0	465	12,111	0	6	0.35%
2001	17,681	14,653	3,027	17.12%	14,652	1	3,027	0	0	604	15,274	0	28	0.93%
2002	27,682	23,736	3,944	14.25%	23,736	0	3,943	1	1	810	23,584	0	42	1.06%
2003	36,175	31,612	4,560	12.61%	31,611	1	4,560	0	1	887	30,863	0	36	0.79%
2004	50,845	45,138	5,702	11.21%	45,137	1	5,702	0	0	1,066	43,465	0	56	0.98%
2005	53,758	47,866	5,889	10.95%	47,866	0	5,888	1	1	941	46,064	0	27	0.46%
2006	57,550	51,438	6,106	10.61%	51,436	2	6,104	2	1	1,087	48,665	0	57	0.93%
2007	66,283	60,258	6,021	9.08%	60,255	3	6,021	0	0	1,012	56,431	0	55	0.91%
2008	74,225	68,035	6,190	8.34%	68,034	1	6,189	1	0	1,044	64,453	0	48	0.78%
2009	50,996	46,669	4,325	8.48%	46,668	1	4,325	0	0	687	44,661	0	36	0.83%
2010	67,376	62,151	5,221	7.75%	62,150	1	5,221	0	0	794	60,281	0	33	0.63%
2011	86,493	80,484	6,005	6.94%	80,478	6	6,004	1	1	836	77,800	1	41	0.68%
2012	87,215	81,892	5,317	6.10%	81,890	2	5,316	1	0	710	79,203	0	31	0.58%
2013	97,666	92,805	4,852	4.97%	92,803	2	4,852	0	0	582	90,262	0	27	0.56%
2014	109,160	104,369	4,782	4.38%	104,363	6	4,781	1	0	682	101,005	1	22	0.46%
2015	136,936	131,577	5,353	3.91%	131,575	2	5,353	0	0	635	128,980	3	16	0.30%
2016	140,211	135,579	4,627	3.30%	135,575	4	4,626	1	0	570	132,416	4	11	0.24%
2017	167,883	162,984	4,892	2.91%	162,977	7	4,892	0	3	512	160,658	1	10	0.20%
2018	203,445	197,684	5,748	2.83%	197,679	5	5,748	0	0	491	196,182	1	8	0.14%
2019	294,748	286,380	8,357	2.84%	286,368	12	8,356	1	1	510	286,567	23	0	0.00%
2020	222,476	216,016	6,452	2.90%	216,006	10	6,451	1	0	454	216,321	2	1	0.02%
Total:	2,079,916	1,968,493	111,310	5.35%	1,968,426	67	111,299	11	9	16,114	1,929,306	36	608	0.55%

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1998	6,853	0	0.00%	0	0.00%	0	0.00%	2,530	37.31%	694	10.23%	473	12.65%
1999	9,951	0	0.00%	0	0.00%	0	0.00%	2,961	30.08%	1,010	10.25%	642	11.65%
2000	14,308	0	0.00%	0	0.00%	1	0.01%	3,461	24.44%	1,651	11.66%	809	11.47%
2001	17,681	66	0.38%	1	0.01%	3	0.02%	3,146	17.91%	1,761	10.03%	620	8.03%
2002	27,682	235	0.86%	6	0.02%	11	0.04%	3,950	14.39%	2,441	8.89%	545	6.03%
2003	36,175	224	0.62%	6	0.02%	46	0.13%	4,320	12.13%	2,896	8.11%	707	5.99%
2004	50,845	55	0.11%	7	0.01%	16	0.03%	5,723	11.34%	4,001	7.92%	885	5.66%
2005	53,758	12	0.02%	3	0.01%	1	0.00%	6,425	12.03%	4,578	8.57%	989	5.18%
2006	57,550	2	0.00%	1	0.00%	3	0.01%	5,875	10.27%	4,831	8.44%	1,142	5.58%
2007	66,283	1	0.00%	0	0.00%	0	0.00%	5,169	7.84%	4,741	7.19%	1,364	4.51%
2008	74,225	3	0.00%	1	0.00%	2	0.00%	5,520	7.47%	4,859	6.57%	1,515	4.44%
2009	50,996	1	0.00%	1	0.00%	1	0.00%	3,899	7.68%	3,470	6.83%	1,264	3.78%
2010	67,376	0	0.00%	0	0.00%	194	0.29%	4,361	6.50%	5,029	7.50%	1,739	3.08%
2011	86,493	0	0.00%	3	0.00%	842	0.98%	4,685	5.43%	6,858	7.95%	2,306	2.73%
2012	87,215	2	0.00%	0	0.00%	2,162	2.49%	3,445	3.97%	5,874	6.76%	2,410	2.78%
2013	97,666	3	0.00%	4	0.00%	2,484	2.55%	3,319	3.41%	5,251	5.39%	1,995	2.06%
2014	109,160	6	0.01%	1	0.00%	3,562	3.27%	3,132	2.88%	5,011	4.61%	1,805	1.66%
2015	136,936	5	0.00%	4	0.00%	3,004	2.20%	3,451	2.53%	4,992	3.66%	2,421	1.77%
2016	140,211	4	0.00%	4	0.00%	2,573	1.84%	2,837	2.03%	3,974	2.84%	1,985	1.42%
2017	167,883	6	0.00%	7	0.00%	2,882	1.72%	2,934	1.75%	4,261	2.55%	2,095	1.25%
2018	203,445	5	0.00%	3	0.00%	3,910	1.93%	3,315	1.64%	4,666	2.30%	3,689	1.82%
2019	294,748	7	0.00%	4	0.00%	5,375	1.83%	4,814	1.64%	6,678	2.27%	18,743	6.38%
2020	222,476	5	0.00%	7	0.00%	2,909	1.32%	2,651	1.20%	4,475	2.03%	14,406	6.54%
Total:	2,079,916	642	0.03%	63	0.00%	29,981	1.45%	91,923	4.44%	94,002	4.54%	64,549	3.60%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1998	6,853	2,627	44.29%	0	0.00%	641	9.45%	36	23.84%	0	0.00%
1999	9,951	3,988	43.48%	1	100.00%	840	8.53%	131	25.84%	0	0.00%
2000	14,308	5,316	39.33%	0	0.00%	1,237	8.73%	215	22.12%	0	0.00%
2001	17,681	6,472	36.89%	0	0.00%	1,067	6.07%	265	20.65%	0	0.00%
2002	27,682	9,587	34.93%	0	0.00%	1,454	5.32%	175	15.54%	0	0.00%
2003	36,175	13,402	37.55%	1	12.50%	1,220	3.55%	187	13.70%	0	0.00%
2004	50,845	15,712	31.13%	0	0.00%	1,306	2.63%	360	12.63%	0	0.00%
2005	53,758	14,663	27.44%	0	0.00%	1,912	3.83%	384	9.16%	2	4.08%
2006	57,550	15,075	26.35%	0	0.00%	1,588	3.46%	436	9.07%	3	8.11%
2007	66,283	15,689	23.79%	0	0.00%	1,327	2.05%	282	6.78%	1	1.56%
2008	74,225	14,927	20.19%	0	0.00%	1,447	1.96%	279	5.86%	0	0.00%
2009	50,996	9,564	18.83%	0	0.00%	972	1.91%	126	5.27%	0	0.00%
2010	67,376	11,008	16.41%	0	0.00%	1,224	1.82%	237	5.54%	0	0.00%
2011	86,493	12,713	14.74%	0	0.00%	1,385	1.61%	209	4.94%	0	0.00%
2012	87,215	11,480	13.21%	0	0.00%	1,353	1.56%	170	3.09%	0	0.00%
2013	97,666	10,269	10.55%	0	0.00%	1,400	1.44%	86	1.71%	0	0.00%
2014	109,160	10,053	9.24%	0	0.00%	1,210	1.11%	71	1.34%	0	0.00%
2015	136,936	11,130	8.15%	0	0.00%	1,316	0.96%	98	1.33%	0	0.00%
2016	140,211	8,839	6.33%	0	0.00%	1,039	0.74%	40	0.91%	0	0.00%
2017	167,883	9,118	5.45%	0	0.00%	1,067	0.64%	41	0.79%	0	0.00%
2018	203,445	9,471	4.68%	0	0.00%	965	0.48%	59	0.70%	0	0.00%
2019	294,748	12,652	4.31%	0	0.00%	1,271	0.46%	74	0.62%	0	0.00%
2020	222,476	7,562	3.43%	1	100.00%	811	0.37%	36	0.37%	0	0.00%
Total:	2,079,916	241,317	11.67%	3	4.92%	28,052	1.38%	3,997	4.00%	6	3.41%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II --- Passed Gas Cap	--- Passed OBD II --- Failed Gas Cap	--- Failed OBD II --- Passed Gas Cap	--- Failed OBD II --- Failed Gas Cap	MIL Commanded On No DTC	MIL Commanded On With DTC	MIL NOT Commanded On No DTC	MIL NOT Commanded On With DTC	Rec'd Waiver	Waiver Rate
1998	6,862	6,187	675	9.83%	6,187	0	675	0	0	200	6,066	0	1	0.15%
1999	9,354	8,320	1,033	11.04%	8,319	1	1,033	0	0	226	8,269	0	6	0.58%
2000	12,449	11,160	1,285	10.32%	11,160	0	1,285	0	0	314	10,996	0	5	0.39%
2001	15,179	12,804	2,371	15.61%	12,804	0	2,369	2	0	397	13,244	0	12	0.51%
2002	19,612	16,994	2,616	13.34%	16,992	2	2,616	0	2	445	17,283	0	16	0.61%
2003	26,269	23,142	3,124	11.89%	23,141	1	3,123	1	0	568	23,103	1	21	0.67%
2004	32,462	28,847	3,607	11.11%	28,847	0	3,605	2	0	605	28,488	1	21	0.58%
2005	43,589	39,113	4,474	10.26%	39,113	0	4,471	3	0	774	38,322	0	22	0.49%
2006	51,192	46,037	5,150	10.06%	46,037	0	5,150	0	0	845	44,873	0	29	0.56%
2007	65,524	59,692	5,823	8.89%	59,691	1	5,821	2	0	1,045	57,787	0	35	0.60%
2008	75,430	69,113	6,311	8.37%	69,113	0	6,311	0	0	1,017	67,234	0	28	0.44%
2009	79,721	73,866	5,849	7.34%	73,863	3	5,849	0	1	946	72,428	1	28	0.48%
2010	91,283	85,652	5,627	6.16%	85,649	3	5,627	0	0	879	83,947	0	20	0.36%
2011	93,176	87,740	5,429	5.83%	87,740	0	5,429	0	0	796	86,203	0	22	0.41%
2012	116,623	110,506	6,109	5.24%	110,501	5	6,109	0	0	896	107,916	0	33	0.54%
2013	124,972	119,341	5,627	4.50%	119,338	3	5,627	0	0	743	116,239	4	18	0.32%
2014	129,431	124,343	5,082	3.93%	124,338	5	5,079	3	0	761	121,540	0	15	0.30%
2015	139,219	134,705	4,505	3.24%	134,699	6	4,504	1	0	644	132,404	0	11	0.24%
2016	140,137	136,174	3,962	2.83%	136,171	3	3,962	0	3	531	134,527	1	9	0.23%
2017	145,359	141,921	3,433	2.36%	141,913	8	3,433	0	1	378	140,512	3	4	0.12%
2018	141,990	139,149	2,831	1.99%	139,147	2	2,830	1	1	233	138,683	7	0	0.00%
2019	154,448	151,004	3,441	2.23%	150,999	5	3,441	0	0	178	151,789	2	0	0.00%
2020	161,688	159,027	2,657	1.64%	159,025	2	2,657	0	1	136	159,745	2	0	0.00%
Total:	1,875,969	1,784,837	91,021	4.85%	1,784,787	50	91,006	15	9	13,557	1,761,598	22	356	0.39%

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1998	6,862	0	0.00%	0	0.00%	0	0.00%	1,470	21.67%	733	10.81%	465	11.08%
1999	9,354	33	0.36%	4	0.04%	14	0.15%	1,854	20.09%	919	9.95%	613	10.76%
2000	12,449	49	0.42%	4	0.03%	7	0.06%	2,433	19.78%	1,164	9.45%	599	8.66%
2001	15,179	88	0.59%	6	0.04%	14	0.09%	2,348	15.67%	1,160	7.73%	644	8.00%
2002	19,612	235	1.21%	7	0.04%	29	0.15%	2,656	13.70%	1,356	6.99%	640	7.08%
2003	26,269	203	0.78%	24	0.09%	95	0.37%	3,105	12.00%	1,622	6.27%	782	6.65%
2004	32,462	235	0.73%	12	0.04%	41	0.13%	3,963	12.33%	2,027	6.31%	886	6.00%
2005	43,589	162	0.37%	2	0.01%	10	0.02%	4,257	9.86%	2,746	6.35%	1,204	5.74%
2006	51,192	23	0.05%	0	0.00%	0	0.00%	4,451	8.77%	3,191	6.29%	1,102	5.19%
2007	65,524	14	0.02%	0	0.00%	1	0.00%	4,824	7.42%	3,793	5.83%	1,147	4.66%
2008	75,430	0	0.00%	0	0.00%	1	0.00%	5,515	7.37%	4,472	5.97%	1,113	4.02%
2009	79,721	1	0.00%	1	0.00%	3	0.00%	4,794	6.05%	4,457	5.62%	1,793	3.16%
2010	91,283	0	0.00%	0	0.00%	60	0.07%	4,293	4.73%	4,633	5.10%	2,146	2.49%
2011	93,176	0	0.00%	0	0.00%	309	0.33%	3,792	4.09%	4,709	5.08%	2,199	2.45%
2012	116,623	1	0.00%	0	0.00%	1,475	1.27%	3,823	3.30%	5,468	4.71%	2,285	2.01%
2013	124,972	2	0.00%	0	0.00%	2,497	2.00%	3,537	2.84%	5,144	4.13%	2,278	1.84%
2014	129,431	0	0.00%	0	0.00%	2,492	1.93%	3,094	2.40%	4,276	3.31%	2,142	1.67%
2015	139,219	2	0.00%	3	0.00%	2,519	1.82%	2,669	1.92%	3,687	2.66%	2,093	1.52%
2016	140,137	1	0.00%	1	0.00%	2,247	1.61%	2,223	1.59%	3,081	2.21%	1,510	1.08%
2017	145,359	1	0.00%	2	0.00%	1,840	1.27%	1,820	1.26%	2,697	1.86%	1,401	0.97%
2018	141,990	2	0.00%	1	0.00%	1,880	1.33%	1,471	1.04%	2,219	1.57%	1,396	0.99%
2019	154,448	3	0.00%	1	0.00%	1,939	1.26%	1,646	1.07%	2,702	1.76%	1,868	1.22%
2020	161,688	1	0.00%	2	0.00%	1,512	0.94%	1,291	0.80%	2,119	1.31%	2,552	1.58%
Total:	1,875,969	1,056	0.06%	70	0.00%	18,985	1.02%	71,329	3.82%	68,375	3.66%	32,858	2.01%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1998	6,862	2,247	37.32%	0	0.00%	540	7.98%	358	18.20%	0	0.00%
1999	9,354	3,217	35.01%	0	0.00%	402	4.36%	265	11.19%	0	0.00%
2000	12,449	4,463	36.52%	0	0.00%	540	4.39%	418	9.99%	0	0.00%
2001	15,179	4,740	31.72%	0	0.00%	586	3.92%	479	10.61%	0	0.00%
2002	19,612	5,802	29.98%	0	0.00%	611	3.20%	461	9.23%	0	0.00%
2003	26,269	7,486	28.95%	0	0.00%	762	3.03%	462	10.34%	0	0.00%
2004	32,462	8,354	26.02%	1	33.33%	792	2.53%	516	10.48%	1	3.23%
2005	43,589	10,161	23.53%	1	20.00%	1,036	2.96%	547	10.32%	1	0.99%
2006	51,192	12,433	24.50%	0	0.00%	1,108	2.67%	536	8.65%	0	0.00%
2007	65,524	14,379	22.11%	0	0.00%	1,400	2.38%	642	6.54%	0	0.00%
2008	75,430	14,934	19.94%	0	0.00%	1,580	2.11%	777	6.24%	0	0.00%
2009	79,721	13,623	17.18%	0	0.00%	1,480	1.87%	597	4.24%	0	0.00%
2010	91,283	13,013	14.32%	0	0.00%	1,587	1.75%	414	4.20%	0	0.00%
2011	93,176	12,621	13.61%	0	0.00%	1,605	1.73%	334	3.39%	0	0.00%
2012	116,623	12,704	10.95%	1	50.00%	1,658	1.43%	404	2.99%	0	0.00%
2013	124,972	12,273	9.86%	0	0.00%	1,675	1.35%	479	3.15%	0	0.00%
2014	129,431	11,190	8.67%	0	0.00%	1,525	1.18%	285	2.49%	0	0.00%
2015	139,219	9,658	6.96%	0	0.00%	1,086	0.78%	102	1.71%	0	0.00%
2016	140,137	8,784	6.29%	0	0.00%	959	0.69%	79	1.41%	0	0.00%
2017	145,359	6,830	4.72%	0	0.00%	679	0.47%	56	0.93%	0	0.00%
2018	141,990	5,222	3.69%	0	0.00%	539	0.40%	9	0.30%	0	0.00%
2019	154,448	5,928	3.85%	0	0.00%	568	0.38%	42	0.64%	0	0.00%
2020	161,688	4,521	2.80%	0	0.00%	556	0.35%	5	0.23%	0	0.00%
Total:	1,875,969	204,583	10.96%	3	5.46%	23,274	1.27%	8,267	5.02%	2	0.79%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II --- Passed Gas Cap	--- Passed OBD II --- Failed Gas Cap	--- Failed OBD II --- Passed Gas Cap	--- Failed OBD II --- Failed Gas Cap	MIL Commanded On No DTC	MIL Commanded On With DTC	MIL NOT Commanded On No DTC	MIL NOT Commanded On With DTC	Rec'd Waiver	Waiver Rate
1998	7,255	6,317	937	12.92%	6,317	0	936	1	0	277	5,979	0	5	0.53%
1999	8,945	7,868	1,075	12.02%	7,867	1	1,075	0	0	309	7,708	0	6	0.56%
2000	11,523	10,163	1,358	11.79%	10,163	0	1,358	0	2	319	9,982	0	2	0.15%
2001	13,707	11,112	2,594	18.92%	11,112	0	2,594	0	0	404	12,029	0	15	0.58%
2002	20,121	17,069	3,051	15.16%	17,067	2	3,050	1	0	534	17,470	0	22	0.72%
2003	27,540	23,521	4,018	14.59%	23,520	1	4,016	2	1	680	23,987	0	22	0.55%
2004	39,767	34,367	5,398	13.57%	34,364	3	5,398	0	0	891	34,551	0	29	0.54%
2005	44,636	39,212	5,420	12.14%	39,211	1	5,417	3	0	887	38,698	0	36	0.66%
2006	49,048	43,728	5,316	10.84%	43,727	1	5,314	2	1	916	42,163	0	37	0.70%
2007	58,434	52,809	5,624	9.62%	52,806	3	5,622	2	0	954	51,128	0	38	0.68%
2008	72,457	65,864	6,587	9.09%	65,862	2	6,585	2	1	1,128	63,622	0	41	0.62%
2009	49,647	45,352	4,291	8.64%	45,351	1	4,289	2	2	642	43,560	0	30	0.70%
2010	69,883	64,622	5,258	7.52%	64,620	2	5,256	2	0	786	62,537	0	38	0.72%
2011	94,624	88,291	6,328	6.69%	88,290	1	6,327	1	0	941	85,146	0	41	0.65%
2012	101,423	95,567	5,848	5.77%	95,565	2	5,848	0	0	902	92,427	0	36	0.62%
2013	108,113	102,867	5,241	4.85%	102,865	2	5,241	0	0	720	98,755	0	26	0.50%
2014	141,148	135,414	5,729	4.06%	135,407	7	5,729	0	1	892	130,521	2	32	0.56%
2015	161,028	155,835	5,187	3.22%	155,829	6	5,187	0	1	716	152,030	1	13	0.25%
2016	177,009	172,262	4,740	2.68%	172,257	5	4,740	0	0	638	169,228	0	10	0.21%
2017	199,092	194,528	4,561	2.29%	194,520	8	4,561	0	0	515	192,188	1	6	0.13%
2018	228,474	223,840	4,623	2.02%	223,827	13	4,623	0	0	375	222,480	1	2	0.04%
2019	291,528	284,804	6,707	2.30%	284,795	9	6,707	0	1	442	283,429	51	1	0.01%
2020	200,226	195,174	5,045	2.52%	195,166	8	5,045	0	1	331	193,832	0	1	0.02%
Total:	2,175,628	2,070,586	104,936	4.82%	2,070,508	78	104,918	18	11	15,199	2,033,450	56	489	0.47%

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
1998	7,255	0	0.00%	0	0.00%	0	0.00%	2,317	32.17%	747	10.36%	494	10.93%
1999	8,945	0	0.00%	0	0.00%	0	0.00%	2,466	27.79%	818	9.20%	542	10.05%
2000	11,523	0	0.00%	0	0.00%	0	0.00%	2,991	26.19%	1,154	10.10%	551	8.76%
2001	13,707	17	0.13%	0	0.00%	2	0.02%	2,566	18.84%	1,210	8.89%	535	7.06%
2002	20,121	87	0.44%	1	0.01%	4	0.02%	3,098	15.51%	1,544	7.73%	319	5.83%
2003	27,540	78	0.29%	3	0.01%	12	0.04%	3,829	14.10%	2,107	7.72%	350	5.50%
2004	39,767	17	0.04%	1	0.00%	9	0.02%	5,249	13.31%	2,984	7.56%	607	5.66%
2005	44,636	1	0.00%	1	0.00%	1	0.00%	5,587	12.62%	3,316	7.48%	753	5.08%
2006	49,048	0	0.00%	0	0.00%	0	0.00%	4,793	9.85%	3,272	6.72%	806	5.06%
2007	58,434	1	0.00%	2	0.00%	1	0.00%	4,860	8.37%	3,914	6.73%	1,143	4.70%
2008	72,457	1	0.00%	0	0.00%	1	0.00%	5,532	7.68%	4,700	6.52%	1,425	4.63%
2009	49,647	1	0.00%	1	0.00%	2	0.00%	3,289	6.66%	3,342	6.76%	1,214	4.08%
2010	69,883	1	0.00%	1	0.00%	364	0.52%	3,696	5.32%	5,003	7.19%	1,891	3.25%
2011	94,624	0	0.00%	2	0.00%	981	1.04%	4,253	4.51%	6,716	7.12%	2,526	2.74%
2012	101,423	4	0.00%	1	0.00%	2,333	2.31%	3,671	3.63%	6,060	6.00%	2,411	2.41%
2013	108,113	3	0.00%	4	0.00%	2,914	2.70%	3,548	3.29%	5,072	4.70%	2,202	2.06%
2014	141,148	1	0.00%	3	0.00%	5,510	3.91%	3,605	2.56%	5,398	3.84%	2,462	1.75%
2015	161,028	1	0.00%	2	0.00%	2,981	1.86%	3,022	1.88%	4,589	2.86%	2,237	1.39%
2016	177,009	4	0.00%	2	0.00%	2,657	1.51%	2,659	1.51%	3,896	2.21%	1,985	1.12%
2017	199,092	2	0.00%	1	0.00%	2,579	1.30%	2,542	1.28%	3,715	1.87%	1,902	0.96%
2018	228,474	3	0.00%	3	0.00%	2,575	1.13%	2,397	1.05%	3,505	1.54%	2,335	1.03%
2019	291,528	6	0.00%	6	0.00%	4,415	1.52%	3,607	1.24%	5,250	1.81%	9,740	3.35%
2020	200,226	5	0.00%	6	0.00%	2,182	1.10%	1,896	0.96%	2,968	1.50%	4,948	2.50%
Total:	2,175,628	233	0.01%	40	0.00%	29,523	1.36%	81,473	3.76%	81,280	3.75%	43,378	2.27%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
1998	7,255	2,857	49.15%	0	0.00%	718	9.96%	11	23.40%	0	0.00%
1999	8,945	3,775	49.42%	0	0.00%	810	9.11%	99	21.71%	0	0.00%
2000	11,523	4,465	42.83%	0	0.00%	1,040	9.10%	222	19.17%	0	0.00%
2001	13,707	5,564	40.90%	0	0.00%	991	7.28%	355	26.63%	0	0.00%
2002	20,121	7,500	37.55%	0	0.00%	1,201	6.05%	101	16.64%	0	0.00%
2003	27,540	11,960	43.83%	0	0.00%	978	3.85%	60	12.02%	0	0.00%
2004	39,767	14,377	36.44%	0	0.00%	1,277	3.26%	212	10.98%	0	0.00%
2005	44,636	13,078	29.53%	0	0.00%	2,210	5.30%	317	8.45%	4	9.09%
2006	49,048	14,874	30.55%	0	0.00%	2,113	4.97%	259	5.67%	4	6.15%
2007	58,434	16,372	28.18%	0	0.00%	1,880	3.29%	278	5.07%	9	12.16%
2008	72,457	18,151	25.20%	0	0.00%	2,026	2.81%	309	4.39%	0	0.00%
2009	49,647	10,874	22.01%	0	0.00%	1,483	3.00%	104	3.56%	0	0.00%
2010	69,883	12,986	18.67%	0	0.00%	1,889	2.72%	128	3.18%	0	0.00%
2011	94,624	14,926	15.84%	0	0.00%	1,955	2.07%	116	3.12%	0	0.00%
2012	101,423	13,425	13.29%	0	0.00%	1,742	1.72%	168	1.77%	0	0.00%
2013	108,113	12,217	11.33%	0	0.00%	1,919	1.78%	178	1.79%	0	0.00%
2014	141,148	13,381	9.51%	0	0.00%	1,870	1.33%	150	1.25%	0	0.00%
2015	161,028	12,422	7.73%	0	0.00%	1,584	0.99%	206	1.41%	0	0.00%
2016	177,009	10,380	5.88%	0	0.00%	1,349	0.76%	36	0.62%	0	0.00%
2017	199,092	9,269	4.67%	0	0.00%	1,297	0.65%	25	0.47%	1	100.00%
2018	228,474	8,447	3.71%	0	0.00%	990	0.44%	41	0.45%	0	0.00%
2019	291,528	11,626	4.00%	0	0.00%	1,612	0.58%	39	0.39%	1	100.00%
2020	200,226	5,662	2.86%	0	0.00%	807	0.41%	22	0.29%	0	0.00%
Total:	2,175,628	248,588	11.49%	0	0.00%	33,741	1.57%	3,436	2.83%	19	9.79%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II --- Passed Gas Cap	--- Passed OBD II --- Failed Gas Cap	--- Failed OBD II --- Passed Gas Cap	--- Failed OBD II --- Failed Gas Cap	MIL Commanded On No DTC	MIL Commanded On With DTC	MIL NOT Commanded On No DTC	MIL NOT Commanded On With DTC	Rec'd Waiver	Waiver Rate
2002	2	2	0	0.00%	2	0	0	0	0	0	2	0	0	0.00%
2003	10	7	3	30.00%	7	0	3	0	0	0	10	0	0	0.00%
2004	6	3	3	50.00%	3	0	3	0	0	1	5	0	0	0.00%
2005	20	11	9	45.00%	11	0	9	0	0	2	18	0	0	0.00%
2006	12	8	4	33.33%	8	0	4	0	0	2	10	0	0	0.00%
2007	96	70	26	27.08%	70	0	26	0	0	7	82	0	0	0.00%
2008	80	69	11	13.75%	69	0	11	0	0	3	73	0	0	0.00%
2009	159	137	22	13.84%	137	0	22	0	0	4	144	0	0	0.00%
2010	280	230	50	17.86%	230	0	50	0	0	10	241	0	0	0.00%
2011	689	568	121	17.56%	568	0	121	0	0	31	598	0	0	0.00%
2012	861	778	83	9.64%	778	0	82	1	0	19	770	0	0	0.00%
2013	1,512	1,329	183	12.10%	1,329	0	183	0	0	30	1,352	0	0	0.00%
2014	3,102	2,826	276	8.90%	2,826	0	276	0	0	67	2,796	0	0	0.00%
2015	4,815	4,279	536	11.13%	4,279	0	536	0	1	158	4,334	0	0	0.00%
2016	5,252	4,780	472	8.99%	4,780	0	472	0	0	145	4,771	0	0	0.00%
2017	5,221	4,917	304	5.82%	4,917	0	304	0	0	56	4,835	0	0	0.00%
2018	4,558	4,315	243	5.33%	4,315	0	243	0	0	56	4,269	0	0	0.00%
2019	2,438	2,303	135	5.54%	2,303	0	135	0	1	21	2,353	0	0	0.00%
2020	1,545	1,495	50	3.24%	1,495	0	50	0	0	18	1,488	0	0	0.00%
2021	1,247	1,212	35	2.81%	1,212	0	35	0	0	9	1,217	0	0	0.00%
2022	1,068	1,041	26	2.43%	1,041	0	26	0	0	2	1,054	0	0	0.00%
2023	42	42	0	0.00%	42	0	0	0	0	0	42	0	0	0.00%
Total:	33,015	30,422	2,592	7.85%	30,422	0	2,591	1	2	641	30,464	0	0	0.00%

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
2002	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	10	0	0.00%	0	0.00%	0	0.00%	3	30.00%	2	20.00%	0	0.00%
2004	6	0	0.00%	0	0.00%	0	0.00%	1	16.67%	1	16.67%	2	33.33%
2005	20	0	0.00%	0	0.00%	0	0.00%	7	35.00%	4	20.00%	1	6.25%
2006	12	0	0.00%	0	0.00%	0	0.00%	3	25.00%	2	16.67%	2	18.18%
2007	96	0	0.00%	0	0.00%	0	0.00%	20	21.05%	11	11.58%	4	9.30%
2008	80	0	0.00%	0	0.00%	0	0.00%	11	13.75%	6	7.50%	3	10.00%
2009	159	0	0.00%	0	0.00%	0	0.00%	29	18.24%	8	5.03%	5	7.04%
2010	280	0	0.00%	0	0.00%	0	0.00%	43	15.36%	36	12.86%	11	4.07%
2011	689	0	0.00%	0	0.00%	1	0.15%	109	15.84%	71	10.32%	31	4.61%
2012	861	0	0.00%	0	0.00%	7	0.82%	56	6.53%	60	6.99%	17	2.02%
2013	1,512	0	0.00%	0	0.00%	48	3.18%	120	7.95%	132	8.75%	62	4.12%
2014	3,102	0	0.00%	0	0.00%	42	1.36%	196	6.33%	190	6.14%	113	3.65%
2015	4,815	0	0.00%	0	0.00%	82	1.71%	372	7.74%	338	7.03%	181	3.77%
2016	5,252	0	0.00%	0	0.00%	122	2.33%	301	5.75%	256	4.89%	160	3.05%
2017	5,221	0	0.00%	0	0.00%	132	2.54%	257	4.94%	190	3.65%	67	1.29%
2018	4,558	0	0.00%	0	0.00%	152	3.35%	121	2.66%	179	3.94%	105	2.31%
2019	2,438	0	0.00%	0	0.00%	64	2.64%	49	2.02%	90	3.71%	53	2.18%
2020	1,545	0	0.00%	0	0.00%	19	1.23%	13	0.84%	32	2.08%	21	1.36%
2021	1,247	0	0.00%	0	0.00%	12	0.97%	17	1.37%	31	2.49%	14	1.13%
2022	1,068	0	0.00%	0	0.00%	23	2.16%	20	1.88%	23	2.16%	8	0.75%
2023	42	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total:	33,015	0	0.00%	0	0.00%	704	2.14%	1,748	5.31%	1,662	5.05%	860	2.63%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
2002	2	2	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	10	9	90.00%	0	0.00%	2	20.00%	0	0.00%	0	0.00%
2004	6	4	66.67%	0	0.00%	1	16.67%	0	0.00%	0	0.00%
2005	20	20	100.00%	0	0.00%	2	12.50%	0	0.00%	0	0.00%
2006	12	9	75.00%	0	0.00%	2	18.18%	0	0.00%	0	0.00%
2007	96	36	37.89%	0	0.00%	7	10.94%	0	0.00%	0	0.00%
2008	80	26	32.50%	0	0.00%	3	3.75%	0	0.00%	0	0.00%
2009	159	46	28.93%	0	0.00%	5	3.14%	0	0.00%	0	0.00%
2010	280	67	23.93%	0	0.00%	17	6.07%	2	33.33%	0	0.00%
2011	689	172	25.00%	0	0.00%	34	4.94%	2	22.22%	0	0.00%
2012	861	152	17.72%	0	0.00%	8	0.93%	1	7.14%	0	0.00%
2013	1,512	304	20.19%	0	0.00%	35	2.32%	1	6.67%	0	0.00%
2014	3,102	578	18.69%	0	0.00%	42	1.36%	3	9.68%	0	0.00%
2015	4,815	859	17.88%	0	0.00%	50	1.04%	0	0.00%	0	0.00%
2016	5,252	698	13.32%	0	0.00%	55	1.05%	0	0.00%	0	0.00%
2017	5,221	539	10.35%	0	0.00%	47	0.90%	1	6.25%	0	0.00%
2018	4,558	491	10.81%	0	0.00%	33	1.41%	0	0.00%	0	0.00%
2019	2,438	283	11.67%	0	0.00%	28	2.03%	0	0.00%	0	0.00%
2020	1,545	123	7.98%	0	0.00%	4	0.29%	0	0.00%	0	0.00%
2021	1,247	63	5.07%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2022	1,068	51	4.78%	0	0.00%	1	0.09%	0	0.00%	0	0.00%
2023	42	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total:	33,015	4,532	13.77%	0	0.00%	376	1.28%	10	6.94%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II --- Passed Gas Cap	--- Passed OBD II --- Failed Gas Cap	--- Failed OBD II --- Passed Gas Cap	--- Failed OBD II --- Failed Gas Cap	MIL Commanded On No DTC	MIL Commanded On With DTC	MIL NOT Commanded On No DTC	MIL NOT Commanded On With DTC	Rec'd Waiver	Waiver Rate
2002	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2003	1	1	0	0.00%	1	0	0	0	0	0	1	0	0	0.00%
2004	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2005	3	3	0	0.00%	3	0	0	0	0	0	2	0	0	0.00%
2006	7	6	1	14.29%	6	0	1	0	0	0	6	0	0	0.00%
2007	22	18	4	18.18%	18	0	4	0	0	0	22	0	0	0.00%
2008	79	63	16	20.25%	63	0	16	0	0	6	68	0	0	0.00%
2009	109	89	20	18.35%	89	0	20	0	0	4	98	0	0	0.00%
2010	223	181	42	18.83%	181	0	42	0	0	6	198	0	0	0.00%
2011	542	472	70	12.92%	472	0	70	0	0	12	487	0	0	0.00%
2012	815	722	93	11.41%	722	0	93	0	0	6	736	0	0	0.00%
2013	963	879	84	8.72%	879	0	84	0	0	21	861	0	0	0.00%
2014	1,898	1,633	265	13.96%	1,633	0	265	0	0	59	1,690	0	0	0.00%
2015	3,025	2,656	369	12.20%	2,656	0	369	0	1	70	2,721	0	0	0.00%
2016	4,688	4,166	522	11.13%	4,166	0	522	0	0	108	4,204	0	0	0.00%
2017	3,661	3,378	283	7.73%	3,378	0	283	0	0	70	3,332	0	0	0.00%
2018	6,433	6,111	322	5.01%	6,111	0	322	0	1	89	5,866	0	0	0.00%
2019	5,321	4,983	338	6.35%	4,983	0	338	0	0	98	4,985	0	0	0.00%
2020	5,377	5,224	153	2.85%	5,224	0	153	0	0	28	5,209	0	0	0.00%
2021	4,450	4,358	92	2.07%	4,358	0	92	0	0	14	4,325	0	0	0.00%
2022	5,354	5,217	137	2.56%	5,217	0	137	0	3	1	5,255	0	0	0.00%
2023	379	356	23	6.07%	356	0	23	0	0	0	352	0	0	0.00%
Total:	43,350	40,516	2,834	6.54%	40,516	0	2,834	0	5	592	40,418	0	0	0.00%

Appendix B

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	Catalyst Not Ready	%	O2 Sensor Not Ready	%	EGR Not Ready	%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	7	0	0.00%	0	0.00%	0	0.00%	1	14.29%	1	14.29%	0	0.00%
2007	22	0	0.00%	0	0.00%	0	0.00%	4	18.18%	2	9.09%	0	0.00%
2008	79	0	0.00%	0	0.00%	0	0.00%	10	12.66%	6	7.60%	1	2.27%
2009	109	0	0.00%	0	0.00%	0	0.00%	12	11.01%	16	14.68%	5	6.17%
2010	223	0	0.00%	0	0.00%	0	0.00%	32	14.35%	34	15.25%	15	7.90%
2011	542	0	0.00%	0	0.00%	1	0.19%	41	7.57%	56	10.33%	19	3.55%
2012	815	0	0.00%	0	0.00%	15	1.84%	54	6.63%	77	9.46%	34	4.18%
2013	963	0	0.00%	0	0.00%	17	1.77%	47	4.89%	75	7.79%	20	2.08%
2014	1,898	0	0.00%	0	0.00%	100	5.28%	179	9.45%	226	11.93%	35	1.85%
2015	3,025	0	0.00%	0	0.00%	157	5.20%	247	8.18%	284	9.40%	90	2.98%
2016	4,688	0	0.00%	0	0.00%	214	4.57%	329	7.03%	407	8.69%	95	2.03%
2017	3,661	0	0.00%	0	0.00%	95	2.60%	129	3.53%	222	6.08%	63	1.73%
2018	6,433	0	0.00%	0	0.00%	145	2.26%	145	2.26%	195	3.05%	87	1.36%
2019	5,321	0	0.00%	0	0.00%	118	2.22%	150	2.82%	217	4.08%	271	5.10%
2020	5,377	0	0.00%	0	0.00%	72	1.34%	75	1.40%	133	2.48%	154	2.87%
2021	4,450	0	0.00%	0	0.00%	44	0.99%	27	0.61%	51	1.15%	112	2.53%
2022	5,354	0	0.00%	0	0.00%	60	1.12%	70	1.31%	166	3.10%	153	2.86%
2023	379	0	0.00%	0	0.00%	1	0.27%	5	1.32%	52	13.76%	8	2.12%
Total:	43,350	0	0.00%	0	0.00%	1,039	2.40%	1,557	3.60%	2,220	5.13%	1,162	2.69%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	Heated Catalyst Not Ready	%	O2 Sensor Heater Not Ready	%	Secondary Air Injection Not Ready	%	Air Conditioning Not Ready	%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	3	2	66.67%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	7	2	28.57%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	22	11	50.00%	0	0.00%	1	4.55%	0	0.00%	0	0.00%
2008	79	41	51.90%	0	0.00%	1	1.27%	0	0.00%	0	0.00%
2009	109	45	41.28%	0	0.00%	10	9.17%	0	0.00%	0	0.00%
2010	223	86	38.57%	0	0.00%	24	10.76%	1	50.00%	0	0.00%
2011	542	122	22.51%	0	0.00%	40	7.38%	1	16.67%	0	0.00%
2012	815	189	23.22%	0	0.00%	39	4.79%	0	0.00%	0	0.00%
2013	963	207	21.50%	0	0.00%	22	2.29%	1	8.33%	0	0.00%
2014	1,898	534	28.18%	0	0.00%	38	2.01%	1	9.09%	0	0.00%
2015	3,025	742	24.57%	0	0.00%	77	2.55%	3	15.00%	0	0.00%
2016	4,688	960	20.50%	0	0.00%	50	1.07%	0	0.00%	0	0.00%
2017	3,661	553	15.14%	0	0.00%	55	1.51%	0	0.00%	0	0.00%
2018	6,433	614	9.59%	0	0.00%	44	0.69%	1	2.00%	0	0.00%
2019	5,321	696	13.09%	0	0.00%	19	0.47%	1	1.75%	0	0.00%
2020	5,377	587	10.93%	0	0.00%	14	0.27%	0	0.00%	0	0.00%
2021	4,450	179	4.04%	0	0.00%	9	0.20%	1	1.18%	0	0.00%
2022	5,354	280	5.24%	0	0.00%	6	0.11%	0	0.00%	0	0.00%
2023	379	44	11.64%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total:	43,350	5,895	13.63%	0	0.00%	449	1.07%	10	2.20%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On ----- No DTC	MIL Command ----- On ----- With DTC	MIL Command ----- Not On ----- No DTC	MIL Command ----- Not On ----- With DTC	Rec'd Waiver	Waiver Rate
1998	3	2	1	33.33%	0	1	2	0	0	0.00%
1999	4	3	1	25.00%	0	1	2	0	0	0.00%
2000	1	1	0	0.00%	0	0	1	0	0	0.00%
2001	3	3	0	0.00%	0	0	2	0	0	0.00%
2002	1	1	0	0.00%	0	0	1	0	0	0.00%
2003	2	2	0	0.00%	0	0	2	0	0	0.00%
2004	4	3	1	25.00%	0	0	4	0	0	0.00%
2005	10	7	3	30.00%	0	3	7	0	0	0.00%
2006	10	10	0	0.00%	0	0	6	0	0	0.00%
2007	6	5	1	16.67%	0	1	5	0	0	0.00%
2008	2	2	0	0.00%	0	0	2	0	0	0.00%
2009	4	3	1	25.00%	0	0	4	0	0	0.00%
2010	6	6	0	0.00%	0	0	6	0	0	0.00%
2011	20	14	6	30.00%	0	1	16	0	0	0.00%
2012	23	20	3	13.04%	0	0	21	0	0	0.00%
2013	34	28	6	17.65%	0	0	31	0	0	0.00%
2014	60	58	2	3.33%	0	0	52	0	0	0.00%
2015	50	44	6	12.00%	0	0	43	0	0	0.00%
2016	5	5	0	0.00%	0	0	5	0	0	0.00%
2017	8	6	2	25.00%	0	0	7	0	0	0.00%
2018	9	8	1	11.11%	0	0	8	0	0	0.00%
2019	1	1	0	0.00%	0	0	1	0	0	0.00%
2020	47	31	16	34.04%	0	0	44	0	0	0.00%
Total:	313	263	50	15.97%	0	7	272	0	0	0.00%

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NHMC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1998	3	1	33.33%	1	33.33%	1	100.00%	0	0.00%	0	0.00%	2	66.67%
1999	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	2	0	0.00%	0	0.00%	1	50.00%	0	0.00%	0	0.00%	0	0.00%
2004	4	1	25.00%	1	25.00%	1	25.00%	0	0.00%	1	25.00%	1	25.00%
2005	10	0	0.00%	1	10.00%	1	10.00%	0	0.00%	0	0.00%	3	30.00%
2006	10	0	0.00%	1	10.00%	1	10.00%	0	0.00%	0	0.00%	1	10.00%
2007	6	0	0.00%	0	0.00%	0	0.00%	2	33.33%	1	16.67%	0	0.00%
2008	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	50.00%
2009	4	0	0.00%	0	0.00%	0	0.00%	1	33.33%	1	50.00%	1	33.33%
2010	6	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	20	0	0.00%	1	5.26%	1	5.56%	4	21.05%	5	26.32%	2	11.11%
2012	23	0	0.00%	0	0.00%	1	4.35%	1	4.35%	2	8.70%	1	4.35%
2013	34	0	0.00%	0	0.00%	0	0.00%	4	11.76%	5	14.71%	4	11.76%
2014	60	0	0.00%	0	0.00%	0	0.00%	4	7.41%	2	3.33%	0	0.00%
2015	50	0	0.00%	0	0.00%	3	6.12%	5	12.20%	5	10.20%	2	4.08%
2016	5	0	0.00%	0	0.00%	1	20.00%	0	0.00%	0	0.00%	0	0.00%
2017	8	0	0.00%	0	0.00%	1	14.29%	2	40.00%	2	28.57%	1	14.29%
2018	9	0	0.00%	0	0.00%	1	11.11%	0	0.00%	1	11.11%	1	11.11%
2019	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2020	47	0	0.00%	2	4.35%	10	21.74%	16	34.78%	11	23.91%	8	17.39%
Total:	313	2	0.67%	7	2.27%	23	7.64%	39	15.92%	36	12.95%	28	9.15%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1998	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	4	0	0.00%	0	0.00%	1	25.00%	0	0.00%	0	0.00%
2005	10	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	10	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	6	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	4	0	0.00%	1	33.33%	1	50.00%	1	50.00%	0	0.00%
2010	6	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	20	0	0.00%	3	16.67%	5	26.32%	3	15.79%	0	0.00%
2012	23	0	0.00%	1	4.35%	2	8.70%	1	4.35%	0	0.00%
2013	34	0	0.00%	4	11.76%	5	14.71%	3	8.82%	0	0.00%
2014	60	0	0.00%	0	0.00%	7	11.67%	1	1.67%	0	0.00%
2015	50	0	0.00%	4	8.16%	5	10.20%	4	8.16%	0	0.00%
2016	5	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2017	8	0	0.00%	1	16.67%	1	14.29%	1	14.29%	0	0.00%
2018	9	0	0.00%	1	12.50%	3	33.33%	1	11.11%	0	0.00%
2019	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2020	47	0	0.00%	9	19.57%	18	39.13%	8	17.39%	0	0.00%
Total:	313	1	100.00%	24	9.34%	48	17.58%	23	8.88%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On ----- No DTC	MIL Command ----- On ----- With DTC	MIL Command ----- Not On ----- No DTC	MIL Command ----- Not On ----- With DTC	Rec'd Waiver	Waiver Rate
1998	0	0	0	0.00%	0	0	0	0	0	0.00%
1999	1	1	0	0.00%	0	0	0	0	0	0.00%
2000	0	0	0	0.00%	0	0	0	0	0	0.00%
2001	0	0	0	0.00%	0	0	0	0	0	0.00%
2002	0	0	0	0.00%	0	0	0	0	0	0.00%
2003	0	0	0	0.00%	0	0	0	0	0	0.00%
2004	0	0	0	0.00%	0	0	0	0	0	0.00%
2005	1	1	0	0.00%	0	0	0	0	0	0.00%
2006	2	2	0	0.00%	0	0	2	0	0	0.00%
2007	2	2	0	0.00%	0	0	1	0	0	0.00%
2008	11	10	1	9.09%	0	1	9	0	0	0.00%
2009	10	9	1	10.00%	0	0	10	0	0	0.00%
2010	17	13	4	23.53%	0	0	16	0	0	0.00%
2011	22	17	5	22.73%	0	0	17	0	0	0.00%
2012	31	28	3	9.68%	0	0	25	0	0	0.00%
2013	27	22	5	18.52%	0	1	21	0	0	0.00%
2014	103	84	19	18.45%	0	4	91	0	0	0.00%
2015	133	113	20	15.04%	0	1	122	0	0	0.00%
2016	147	118	29	19.73%	0	0	128	0	0	0.00%
2017	194	164	30	15.46%	0	4	171	0	0	0.00%
2018	216	164	52	24.07%	0	3	195	0	1	1.92%
2019	101	82	19	18.81%	0	1	85	0	0	0.00%
2020	55	48	7	12.73%	0	0	49	0	0	0.00%
Total:	1,073	878	195	18.17%	0	15	942	0	1	0.51%

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NHMC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	50.00%
2007	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	11	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	9.09%
2009	10	0	0.00%	0	0.00%	0	0.00%	3	33.33%	1	11.11%	1	11.11%
2010	17	0	0.00%	0	0.00%	2	12.50%	4	26.67%	3	18.75%	3	18.75%
2011	22	0	0.00%	0	0.00%	8	36.36%	5	23.81%	5	22.73%	3	14.29%
2012	31	0	0.00%	0	0.00%	4	12.90%	6	20.69%	7	22.58%	1	3.33%
2013	27	0	0.00%	0	0.00%	4	14.82%	8	29.63%	5	18.52%	4	14.82%
2014	103	0	0.00%	0	0.00%	6	5.88%	12	13.64%	14	13.73%	6	5.94%
2015	133	0	0.00%	0	0.00%	10	7.58%	13	13.54%	20	15.15%	11	8.40%
2016	147	0	0.00%	0	0.00%	8	5.44%	25	17.48%	21	14.29%	12	8.16%
2017	194	0	0.00%	0	0.00%	10	5.16%	18	9.73%	36	18.56%	12	6.19%
2018	216	0	0.00%	0	0.00%	18	8.33%	28	14.14%	54	25.00%	39	18.06%
2019	101	0	0.00%	0	0.00%	4	4.04%	7	7.29%	17	17.17%	19	19.19%
2020	55	0	0.00%	0	0.00%	1	1.85%	5	9.43%	6	11.32%	6	11.32%
Total:	1,073	0	0.00%	0	0.00%	75	7.04%	134	13.96%	189	18.02%	119	11.24%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	11	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	10	0	0.00%	1	11.11%	4	44.44%	1	11.11%	0	0.00%
2010	17	0	0.00%	3	18.75%	3	20.00%	0	0.00%	0	0.00%
2011	22	1	100.00%	6	30.00%	9	42.86%	2	9.52%	0	0.00%
2012	31	0	0.00%	2	7.14%	15	48.39%	1	3.33%	0	0.00%
2013	27	0	0.00%	4	15.39%	9	33.33%	2	7.41%	0	0.00%
2014	103	0	0.00%	9	8.91%	28	27.72%	6	5.88%	0	0.00%
2015	133	0	0.00%	7	5.47%	28	21.37%	6	4.55%	0	0.00%
2016	147	0	0.00%	12	8.16%	38	25.85%	8	5.44%	0	0.00%
2017	194	0	0.00%	14	7.69%	34	17.53%	13	6.74%	0	0.00%
2018	216	1	100.00%	26	12.56%	61	28.24%	25	11.63%	0	0.00%
2019	101	0	0.00%	4	4.17%	14	14.14%	7	7.07%	0	0.00%
2020	55	0	0.00%	3	5.66%	7	13.21%	4	7.55%	0	0.00%
Total:	1,073	2	50.00%	91	8.98%	250	23.92%	75	7.18%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On ----- No DTC	MIL Command ----- On ----- With DTC	MIL Command ----- Not On ----- No DTC	MIL Command ----- Not On ----- With DTC	Rec'd Waiver	Waiver Rate
1998	85	74	11	12.94%	0	11	65	0	0	0.00%
1999	125	109	16	12.80%	0	15	99	0	0	0.00%
2000	111	96	15	13.51%	0	13	89	0	0	0.00%
2001	119	109	10	8.40%	0	8	98	0	0	0.00%
2002	272	251	21	7.72%	0	16	219	0	0	0.00%
2003	374	328	46	12.30%	0	36	279	0	0	0.00%
2004	198	174	24	12.12%	0	13	158	0	0	0.00%
2005	289	266	23	7.96%	0	10	236	0	0	0.00%
2006	411	379	32	7.79%	0	16	346	0	0	0.00%
2007	45	40	5	11.11%	0	1	34	0	0	0.00%
2008	49	41	8	16.33%	0	0	37	0	0	0.00%
2009	154	132	22	14.29%	0	3	130	0	0	0.00%
2010	225	182	41	18.22%	0	11	187	0	1	2.44%
2011	711	580	131	18.42%	0	29	599	0	1	0.76%
2012	1,152	978	174	15.10%	0	25	1,000	0	3	1.72%
2013	1,384	1,207	177	12.79%	0	24	1,222	0	1	0.56%
2014	2,276	2,036	240	10.54%	0	33	2,040	0	3	1.25%
2015	2,048	1,919	129	6.30%	0	19	1,859	0	0	0.00%
2016	167	151	16	9.58%	0	3	148	0	0	0.00%
2017	157	139	18	11.46%	0	4	132	0	0	0.00%
2018	139	126	13	9.35%	0	1	131	0	0	0.00%
2019	14	11	3	21.43%	0	1	11	0	0	0.00%
2020	289	247	42	14.53%	0	2	272	0	0	0.00%
Total:	10,794	9,575	1,217	11.27%	0	294	9,391	0	9	0.74%

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NHMC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1998	85	2	2.35%	2	2.35%	1	4.76%	0	0.00%	0	0.00%	27	31.76%
1999	125	9	7.32%	9	7.38%	7	12.07%	0	0.00%	1	100.00%	37	30.08%
2000	111	14	12.84%	14	12.84%	10	9.17%	0	0.00%	0	0.00%	15	13.76%
2001	119	10	8.55%	13	11.11%	6	5.13%	0	0.00%	0	0.00%	11	9.40%
2002	272	27	10.23%	18	6.84%	15	5.70%	1	6.67%	0	0.00%	27	10.27%
2003	374	38	10.35%	27	7.42%	27	7.40%	1	8.33%	0	0.00%	40	10.99%
2004	198	19	9.84%	8	4.19%	7	3.66%	0	0.00%	11	5.95%	18	9.68%
2005	289	19	9.79%	12	4.26%	10	3.55%	0	0.00%	11	5.76%	34	12.19%
2006	411	4	1.28%	14	3.42%	4	0.98%	0	0.00%	17	5.61%	44	11.61%
2007	45	0	0.00%	0	0.00%	0	0.00%	7	25.00%	3	10.71%	2	4.65%
2008	49	0	0.00%	2	4.44%	0	0.00%	4	13.33%	2	8.70%	7	15.91%
2009	154	1	0.65%	1	0.66%	4	2.72%	20	13.70%	15	10.95%	10	6.76%
2010	225	0	0.00%	7	3.20%	8	3.88%	26	12.62%	47	21.76%	27	13.04%
2011	711	0	0.00%	19	2.70%	21	3.05%	88	12.77%	114	16.22%	71	10.40%
2012	1,152	0	0.00%	18	1.57%	14	1.25%	131	11.61%	153	13.37%	82	7.22%
2013	1,384	0	0.00%	24	1.75%	21	1.56%	125	9.18%	127	9.24%	80	5.89%
2014	2,276	0	0.00%	39	1.73%	64	2.87%	149	8.10%	204	9.04%	114	5.09%
2015	2,048	0	0.00%	24	1.18%	62	3.05%	114	6.02%	119	5.86%	60	2.95%
2016	167	0	0.00%	0	0.00%	5	3.01%	5	5.43%	8	4.88%	4	2.44%
2017	157	0	0.00%	0	0.00%	2	1.30%	9	10.11%	17	11.04%	6	3.90%
2018	139	0	0.00%	0	0.00%	4	2.90%	5	7.58%	15	10.87%	6	4.35%
2019	14	0	0.00%	0	0.00%	1	7.69%	2	15.38%	1	7.69%	2	15.38%
2020	289	0	0.00%	3	1.05%	11	3.85%	42	14.69%	19	6.64%	7	2.45%
Total:	10,794	143	1.36%	254	2.38%	304	2.91%	729	9.22%	884	9.46%	731	6.93%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1998	85	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	125	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	111	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	119	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	272	0	0.00%	1	100.00%	0	0.00%	0	0.00%	0	0.00%
2003	374	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	198	0	0.00%	0	0.00%	9	4.86%	0	0.00%	0	0.00%
2005	289	0	0.00%	0	0.00%	9	4.74%	0	0.00%	0	0.00%
2006	411	0	0.00%	0	0.00%	14	4.62%	0	0.00%	0	0.00%
2007	45	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	49	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	154	0	0.00%	13	10.00%	22	17.74%	8	6.96%	0	0.00%
2010	225	0	0.00%	24	11.71%	36	16.74%	19	8.76%	0	0.00%
2011	711	0	0.00%	60	8.78%	124	17.74%	53	7.53%	0	0.00%
2012	1,152	0	0.00%	87	7.69%	181	15.93%	63	5.50%	0	0.00%
2013	1,384	0	0.00%	83	6.11%	157	11.55%	55	4.00%	0	0.00%
2014	2,276	0	0.00%	127	5.66%	295	13.11%	122	5.41%	0	0.00%
2015	2,048	0	0.00%	99	4.89%	119	5.89%	73	3.59%	0	0.00%
2016	167	0	0.00%	6	3.66%	19	11.59%	4	2.41%	0	0.00%
2017	157	0	0.00%	0	0.00%	18	11.69%	8	5.19%	0	0.00%
2018	139	0	0.00%	8	6.45%	26	18.84%	4	2.90%	0	0.00%
2019	14	0	0.00%	2	15.38%	3	23.08%	1	7.69%	0	0.00%
2020	289	0	0.00%	8	2.80%	45	15.73%	10	3.50%	0	0.00%
Total:	10,794	0	0.00%	518	6.12%	1,077	11.66%	420	4.88%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On ----- No DTC	MIL Command ----- On ----- With DTC	MIL Command ----- Not On ----- No DTC	MIL Command ----- Not On ----- With DTC	Rec'd Waiver	Waiver Rate
1998	7	7	0	0.00%	0	0	6	0	0	0.00%
1999	13	11	2	15.38%	0	1	11	0	0	0.00%
2000	1	0	1	100.00%	0	0	1	0	0	0.00%
2001	3	1	2	66.67%	0	0	3	0	0	0.00%
2002	2	0	2	100.00%	0	0	0	0	0	0.00%
2003	0	0	0	0.00%	0	0	0	0	0	0.00%
2004	3	2	1	33.33%	0	1	2	0	0	0.00%
2005	52	50	2	3.85%	0	0	1	0	0	0.00%
2006	48	42	6	12.50%	0	4	35	0	0	0.00%
2007	62	58	4	6.45%	0	4	51	0	0	0.00%
2008	134	127	7	5.22%	0	5	107	0	0	0.00%
2009	154	108	46	29.87%	0	8	120	0	1	2.17%
2010	254	202	52	20.47%	0	12	199	0	1	1.92%
2011	428	352	76	17.76%	0	19	343	0	1	1.32%
2012	717	621	95	13.25%	0	22	610	0	0	0.00%
2013	607	539	68	11.20%	0	16	530	0	2	2.94%
2014	1,604	1,393	209	13.03%	0	37	1,407	0	4	1.91%
2015	1,863	1,610	252	13.53%	0	46	1,640	0	0	0.00%
2016	1,439	1,221	217	15.08%	0	35	1,254	0	0	0.00%
2017	754	673	81	10.74%	0	16	663	0	0	0.00%
2018	1,301	1,147	154	11.84%	0	19	1,189	0	1	0.65%
2019	418	378	40	9.57%	0	7	378	0	0	0.00%
2020	1,187	1,053	134	11.29%	0	16	1,028	0	0	0.00%
Total:	11,051	9,595	1,451	13.13%	0	268	9,578	0	10	0.69%

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NHMC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
1998	7	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%
1999	13	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	50.00%
2000	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	50.00%
2005	52	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%
2006	48	0	0.00%	2	5.56%	0	0.00%	0	0.00%	2	15.38%	6	17.14%
2007	62	0	0.00%	1	1.61%	0	0.00%	0	0.00%	0	0.00%	8	12.90%
2008	134	0	0.00%	0	0.00%	0	0.00%	1	50.00%	1	25.00%	11	8.40%
2009	154	0	0.00%	1	0.67%	10	6.67%	55	37.67%	35	23.81%	37	24.83%
2010	254	0	0.00%	2	0.80%	33	13.20%	61	25.10%	51	20.40%	48	19.67%
2011	428	0	0.00%	1	0.24%	66	15.57%	99	23.68%	74	17.45%	56	13.37%
2012	717	0	0.00%	6	0.85%	86	12.15%	106	15.36%	90	12.77%	88	12.61%
2013	607	0	0.00%	3	0.50%	33	5.45%	93	15.47%	55	9.09%	38	6.31%
2014	1,604	0	0.00%	12	0.75%	90	5.65%	175	12.04%	184	11.57%	105	6.73%
2015	1,863	0	0.00%	11	0.59%	113	6.10%	194	12.54%	206	11.18%	145	7.95%
2016	1,439	0	0.00%	7	0.49%	72	5.02%	162	12.35%	181	12.62%	107	7.54%
2017	754	0	0.00%	1	0.13%	32	4.26%	59	9.10%	85	11.32%	35	4.67%
2018	1,301	0	0.00%	5	0.39%	55	4.24%	105	9.19%	153	11.84%	73	5.65%
2019	418	0	0.00%	0	0.00%	12	2.88%	30	7.59%	31	7.45%	19	4.57%
2020	1,187	0	0.00%	1	0.08%	55	4.66%	107	9.06%	122	10.33%	84	7.11%
Total:	11,051	0	0.00%	53	0.49%	657	6.03%	1,247	12.75%	1,270	11.92%	864	8.01%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
1998	7	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	13	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	52	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	48	0	0.00%	0	0.00%	2	15.38%	0	0.00%	0	0.00%
2007	62	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	134	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	154	0	0.00%	32	21.92%	66	45.21%	15	13.76%	0	0.00%
2010	254	0	0.00%	48	20.25%	97	39.75%	30	12.10%	0	0.00%
2011	428	0	0.00%	61	14.66%	153	36.52%	30	7.13%	0	0.00%
2012	717	0	0.00%	71	10.32%	201	28.84%	32	4.55%	0	0.00%
2013	607	0	0.00%	46	7.69%	154	25.62%	33	5.45%	0	0.00%
2014	1,604	0	0.00%	103	6.60%	286	18.23%	75	4.73%	0	0.00%
2015	1,863	0	0.00%	122	6.68%	306	16.70%	69	3.74%	0	0.00%
2016	1,439	1	100.00%	95	6.71%	235	16.53%	48	3.36%	0	0.00%
2017	754	0	0.00%	55	8.10%	72	9.61%	20	2.66%	0	0.00%
2018	1,301	0	0.00%	71	5.91%	175	13.54%	47	3.63%	0	0.00%
2019	418	0	0.00%	22	5.33%	51	12.26%	9	2.16%	0	0.00%
2020	1,187	0	0.00%	72	6.10%	121	10.25%	82	6.94%	0	0.00%
Total:	11,051	1	50.00%	798	7.70%	1,919	18.12%	490	4.63%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On ----- No DTC	MIL Command ----- On ----- With DTC	MIL Command ----- Not On ----- No DTC	MIL Command ----- Not On ----- With DTC	Rec'd Waiver	Waiver Rate
2002	0	0	0	0.00%	0	0	0	0	0	0.00%
2003	0	0	0	0.00%	0	0	0	0	0	0.00%
2004	0	0	0	0.00%	0	0	0	0	0	0.00%
2005	0	0	0	0.00%	0	0	0	0	0	0.00%
2006	0	0	0	0.00%	0	0	0	0	0	0.00%
2007	0	0	0	0.00%	0	0	0	0	0	0.00%
2008	0	0	0	0.00%	0	0	0	0	0	0.00%
2009	0	0	0	0.00%	0	0	0	0	0	0.00%
2010	0	0	0	0.00%	0	0	0	0	0	0.00%
2011	0	0	0	0.00%	0	0	0	0	0	0.00%
2012	1	1	0	0.00%	0	0	0	0	0	0.00%
2013	1	1	0	0.00%	0	0	0	0	0	0.00%
2014	0	0	0	0.00%	0	0	0	0	0	0.00%
2015	0	0	0	0.00%	0	0	0	0	0	0.00%
2016	0	0	0	0.00%	0	0	0	0	0	0.00%
2017	2	2	0	0.00%	0	0	2	0	0	0.00%
2018	0	0	0	0.00%	0	0	0	0	0	0.00%
2019	0	0	0	0.00%	0	0	0	0	0	0.00%
2020	0	0	0	0.00%	0	0	0	0	0	0.00%
2021	0	0	0	0.00%	0	0	0	0	0	0.00%
2022	0	0	0	0.00%	0	0	0	0	0	0.00%
2023	0	0	0	0.00%	0	0	0	0	0	0.00%
Total:	4	4	0	0.00%	0	0	2	0	0	0.00%

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NHMC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2010	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2012	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2013	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2014	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2015	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2016	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2017	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	50.00%	0	0.00%
2018	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2019	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2020	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2021	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2022	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2023	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total:	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	25.00%	0	0.00%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2010	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2012	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2013	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2014	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2015	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2016	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2017	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2018	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2019	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2020	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2021	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2022	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2023	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total:	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On ----- No DTC	MIL Command ----- On ----- With DTC	MIL Command ----- Not On ----- No DTC	MIL Command ----- Not On ----- With DTC	Rec'd Waiver	Waiver Rate
2002	0	0	0	0.00%	0	0	0	0	0	0.00%
2003	0	0	0	0.00%	0	0	0	0	0	0.00%
2004	0	0	0	0.00%	0	0	0	0	0	0.00%
2005	0	0	0	0.00%	0	0	0	0	0	0.00%
2006	0	0	0	0.00%	0	0	0	0	0	0.00%
2007	0	0	0	0.00%	0	0	0	0	0	0.00%
2008	0	0	0	0.00%	0	0	0	0	0	0.00%
2009	0	0	0	0.00%	0	0	0	0	0	0.00%
2010	0	0	0	0.00%	0	0	0	0	0	0.00%
2011	0	0	0	0.00%	0	0	0	0	0	0.00%
2012	1	1	0	0.00%	0	0	1	0	0	0.00%
2013	0	0	0	0.00%	0	0	0	0	0	0.00%
2014	0	0	0	0.00%	0	0	0	0	0	0.00%
2015	0	0	0	0.00%	0	0	0	0	0	0.00%
2016	1	1	0	0.00%	0	0	1	0	0	0.00%
2017	0	0	0	0.00%	0	0	0	0	0	0.00%
2018	1	1	0	0.00%	0	0	1	0	0	0.00%
2019	0	0	0	0.00%	0	0	0	0	0	0.00%
2020	0	0	0	0.00%	0	0	0	0	0	0.00%
2021	3	3	0	0.00%	0	0	2	0	0	0.00%
2022	17	16	1	5.88%	0	0	14	0	0	0.00%
2023	8	3	5	62.50%	0	0	6	0	0	0.00%
Total:	31	25	6	19.35%	0	0	25	0	0	0.00%

Appendix C

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	%	Misfire Not Ready	%	Fuel Control Not Ready	%	NHMC Catalyst Not Ready	%	Exhaust Gas Sensor Not Ready	%	VVT Not Ready	%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2010	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2012	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2013	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2014	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2015	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2016	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2017	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2018	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2019	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2020	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2021	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2022	17	0	0.00%	0	0.00%	0	0.00%	2	11.77%	1	5.88%	0	0.00%
2023	8	0	0.00%	0	0.00%	0	0.00%	5	62.50%	1	12.50%	0	0.00%
Total:	31	0	0.00%	0	0.00%	0	0.00%	7	22.58%	2	6.45%	0	0.00%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	%	NOx After Treatment Not Ready	%	PM Filter Not Ready	%	Boost Pressure Not Ready	%	Air Conditioning Not Ready	%
2002	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2010	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2012	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2013	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2014	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2015	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2016	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2017	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2018	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2019	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2020	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2021	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2022	17	0	0.00%	0	0.00%	0	0.00%	1	5.88%	0	0.00%
2023	8	0	0.00%	0	0.00%	3	37.50%	1	12.50%	0	0.00%
Total:	31	0	0.00%	0	0.00%	3	9.68%	2	6.45%	0	0.00%

Note: %(Not Ready) = Not Ready/(Total Vehicles-Unsupported)*100.

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #3 : Bronx

OBD II Stations in County: 256

Model	Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Fail	Volume	% Fail
1998	636	12.26%	488	18.03%
1999	846	12.29%	634	16.40%
2000	1,195	12.13%	991	13.62%
2001	1,321	16.81%	1,256	18.87%
2002	1,812	16.83%	2,107	16.56%
2003	2,449	14.09%	2,908	14.68%
2004	2,759	13.56%	4,111	12.87%
2005	3,239	11.92%	4,599	13.29%
2006	3,899	11.11%	5,465	12.94%
2007	5,091	9.92%	6,403	10.56%
2008	5,530	10.13%	6,882	10.52%
2009	5,756	8.95%	4,555	11.28%
2010	6,405	8.46%	5,816	10.64%
2011	6,349	7.50%	7,583	9.63%
2012	7,700	7.75%	7,056	7.48%
2013	9,243	6.44%	7,578	7.17%
2014	9,381	5.95%	8,343	6.16%
2015	12,020	5.68%	10,574	5.53%
2016	12,092	4.99%	10,550	4.63%
2017	13,945	4.49%	12,738	3.81%
2018	11,869	4.31%	14,187	3.91%
2019	10,476	4.58%	14,430	3.63%
2020	12,226	2.76%	9,429	3.66%
Total	146,239	6.83%	148,683	7.41%

County #24 : Kings

OBD II Stations in County: 434

Model	Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Fail	Volume	% Fail
1998	1,176	12.16%	747	14.73%
1999	1,565	11.12%	1,180	13.90%
2000	2,205	11.79%	1,807	10.96%
2001	2,330	17.00%	2,137	17.22%
2002	3,245	13.44%	3,394	15.32%
2003	4,249	11.60%	4,300	14.44%
2004	4,847	11.80%	6,623	11.99%
2005	5,836	10.80%	7,148	11.36%
2006	6,616	11.70%	8,094	11.79%
2007	8,616	8.66%	9,276	10.89%
2008	8,920	8.82%	10,105	9.33%
2009	9,079	8.48%	6,970	9.77%
2010	10,412	7.72%	8,730	8.73%
2011	10,223	7.18%	11,399	8.10%
2012	12,537	7.04%	11,070	7.40%
2013	14,887	6.25%	13,287	6.08%
2014	14,064	4.96%	13,188	5.44%
2015	18,149	4.46%	17,088	4.55%
2016	17,215	4.27%	16,512	4.00%
2017	19,295	3.58%	20,650	3.38%
2018	18,574	4.11%	22,301	3.40%
2019	21,301	3.93%	31,441	3.73%
2020	27,289	3.21%	25,277	3.52%
Total	242,630	6.16%	252,724	6.40%

County #30 : Nassau

OBD II Stations in County: 761

Model	Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Fail	Volume	% Fail
1998	2,175	11.03%	1,167	13.11%
1999	2,855	9.91%	1,702	11.87%
2000	3,961	11.01%	2,384	13.13%
2001	4,447	15.88%	2,995	16.86%
2002	6,087	12.09%	4,597	13.60%
2003	8,205	11.08%	6,112	11.93%
2004	8,787	10.90%	8,516	11.17%
2005	10,333	9.16%	8,768	10.71%
2006	11,440	9.32%	9,308	10.11%
2007	13,827	7.78%	10,665	8.58%
2008	14,523	7.33%	12,529	7.97%
2009	14,969	6.27%	8,708	7.49%
2010	17,353	5.68%	11,936	7.27%
2011	16,379	5.49%	15,016	6.32%
2012	19,387	4.96%	15,855	5.60%
2013	24,377	4.27%	17,940	4.46%
2014	20,751	3.88%	19,792	4.06%
2015	24,836	3.62%	24,730	4.15%
2016	24,929	3.35%	25,911	3.27%
2017	28,032	3.11%	31,012	2.92%
2018	32,613	3.13%	40,891	3.02%
2019	48,240	3.29%	69,618	2.88%
2020	52,423	2.39%	53,388	2.86%
Total	410,929	4.99%	403,540	4.90%

County #31 : New York

OBD II Stations in County: 77

Model	Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Fail	Volume	% Fail
1998	196	8.16%	114	17.54%
1999	275	14.91%	147	13.61%
2000	359	8.91%	209	11.48%
2001	434	17.28%	227	16.30%
2002	573	13.26%	400	14.25%
2003	689	10.45%	484	12.81%
2004	816	11.27%	730	11.92%
2005	952	10.08%	888	11.60%
2006	1,098	9.47%	1,031	12.03%
2007	1,456	8.72%	1,309	9.55%
2008	1,612	8.44%	1,522	9.66%
2009	1,515	7.52%	1,046	11.28%
2010	1,820	7.09%	1,464	9.49%
2011	2,068	7.64%	1,888	7.89%
2012	2,413	5.97%	2,074	6.12%
2013	3,106	5.18%	2,585	5.92%
2014	3,029	5.28%	2,791	6.23%
2015	3,940	4.09%	3,801	4.71%
2016	3,866	4.16%	4,118	4.52%
2017	4,645	3.81%	5,506	3.89%
2018	4,442	4.23%	6,377	3.42%
2019	5,171	4.66%	8,706	3.40%
2020	7,888	3.21%	7,214	3.70%
Total	52,363	5.56%	54,631	5.54%

County #41 : Queens

OBD II Stations in County: 605

Model	Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Fail	Volume	% Fail
1998	1,921	10.46%	1,077	11.42%
1999	2,554	10.18%	1,729	11.86%
2000	3,610	10.86%	2,534	11.33%
2001	3,906	15.85%	3,210	14.52%
2002	5,204	12.49%	4,986	12.74%
2003	6,801	10.69%	6,462	12.19%
2004	7,435	9.46%	9,134	10.13%
2005	8,660	9.97%	10,012	10.13%
2006	9,664	9.63%	10,686	10.36%
2007	12,009	8.47%	12,014	8.36%
2008	12,923	7.88%	12,891	8.25%
2009	13,262	7.31%	8,822	8.63%
2010	15,253	6.39%	11,966	7.37%
2011	14,742	6.67%	15,488	7.30%
2012	17,086	6.13%	15,257	6.40%
2013	21,136	5.73%	17,674	5.05%
2014	20,540	4.94%	19,344	4.73%
2015	27,335	4.21%	25,358	4.07%
2016	27,443	3.83%	25,453	3.70%
2017	30,666	3.84%	30,767	3.18%
2018	27,158	3.30%	34,781	2.95%
2019	29,033	3.60%	41,070	3.14%
2020	34,605	2.61%	30,142	3.34%
Total	352,946	5.61%	350,857	5.54%

County #43 : Richmond

OBD II Stations in County: 167

Model	Light Duty Vehicles		Light Duty Trucks	
Year	Volume	% Fail	Volume	% Fail
1998	368	12.77%	232	13.36%
1999	559	11.09%	329	11.85%
2000	801	10.61%	470	13.40%
2001	863	14.37%	595	17.31%
2002	1,260	12.54%	1,108	15.70%
2003	1,717	11.42%	1,412	11.76%
2004	1,872	10.79%	1,893	11.67%
2005	2,276	8.26%	2,126	11.29%
2006	2,472	9.22%	2,211	11.26%
2007	3,122	8.01%	2,490	9.52%
2008	3,240	7.90%	3,001	8.46%
2009	3,498	7.26%	2,023	8.40%
2010	3,896	6.44%	2,733	8.56%
2011	3,527	5.78%	3,401	6.38%
2012	4,157	5.99%	3,370	6.44%
2013	5,138	4.94%	3,885	4.99%
2014	4,291	4.40%	4,100	3.90%
2015	5,052	3.66%	4,909	3.42%
2016	5,293	3.63%	5,065	2.92%
2017	5,646	3.22%	5,972	3.03%
2018	6,344	2.38%	7,678	2.18%
2019	9,981	2.04%	13,723	2.00%
2020	13,697	1.63%	13,847	2.67%
Total	89,070	4.87%	86,573	4.94%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #44 : Rockland

OBD II Stations in County: 157

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	367	9.81%	221	17.65%
1999	502	11.35%	302	12.58%
2000	692	9.68%	472	11.86%
2001	797	16.31%	584	21.40%
2002	1,171	13.15%	896	17.41%
2003	1,627	11.68%	1,216	11.68%
2004	1,923	11.49%	1,822	12.90%
2005	2,317	8.93%	1,928	11.72%
2006	2,388	8.42%	2,211	9.41%
2007	3,386	7.56%	2,671	7.68%
2008	3,535	7.52%	2,985	6.80%
2009	3,526	6.64%	2,004	7.73%
2010	4,308	5.18%	2,582	6.97%
2011	3,915	5.11%	3,340	5.75%
2012	4,724	4.81%	3,293	5.04%
2013	5,123	3.88%	3,671	3.92%
2014	4,827	3.09%	4,249	3.77%
2015	5,692	3.14%	5,185	3.18%
2016	5,479	2.63%	5,458	2.82%
2017	6,304	2.32%	6,193	2.52%
2018	6,883	2.22%	7,846	2.60%
2019	9,295	3.04%	12,674	2.94%
2020	9,936	2.08%	8,832	3.49%
Total	88,717	4.65%	80,635	4.95%

County #52 : Suffolk

OBD II Stations in County: 876

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	2,562	10.58%	2,282	13.28%
1999	3,508	11.43%	3,118	12.89%
2000	4,787	10.24%	4,270	11.92%
2001	5,429	14.72%	5,121	17.40%
2002	7,467	11.99%	7,636	13.63%
2003	9,733	10.66%	9,918	12.17%
2004	11,058	10.61%	13,443	10.93%
2005	12,528	9.31%	13,192	10.53%
2006	13,997	8.95%	13,119	9.79%
2007	16,840	7.71%	14,955	8.59%
2008	18,263	7.41%	17,146	7.68%
2009	17,955	6.30%	11,711	7.64%
2010	20,857	5.24%	15,528	7.06%
2011	19,859	5.48%	19,608	6.17%
2012	23,470	4.72%	20,602	5.68%
2013	27,201	4.19%	21,382	4.49%
2014	24,286	3.42%	26,081	3.94%
2015	27,977	3.04%	31,257	3.48%
2016	27,998	2.73%	32,356	2.95%
2017	30,819	2.51%	37,777	2.42%
2018	32,994	2.33%	46,450	2.33%
2019	44,929	2.78%	67,723	2.40%
2020	46,805	2.08%	50,607	2.44%
Total	451,322	4.85%	485,282	5.02%

County #60 : Westchester

OBD II Stations in County: 493

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	1,272	10.61%	600	12.33%
1999	1,713	10.16%	949	13.80%
2000	2,449	10.98%	1,353	12.64%
2001	2,896	15.09%	1,755	18.97%
2002	3,752	12.07%	2,894	14.86%
2003	4,875	10.19%	3,809	12.47%
2004	5,766	10.22%	5,200	11.42%
2005	6,711	9.02%	5,716	10.74%
2006	7,531	8.86%	6,209	10.05%
2007	9,116	7.39%	7,353	9.30%
2008	9,608	7.45%	8,212	7.81%
2009	9,729	6.07%	5,785	8.07%
2010	11,506	5.01%	7,583	7.54%
2011	11,136	5.15%	10,028	6.53%
2012	13,312	4.33%	10,057	5.75%
2013	15,131	3.73%	11,286	4.32%
2014	14,753	3.52%	13,540	4.10%
2015	17,708	3.19%	16,658	3.51%
2016	17,616	2.89%	17,559	2.84%
2017	19,100	2.65%	20,125	2.67%
2018	21,169	2.86%	26,240	2.69%
2019	29,607	3.34%	39,791	2.55%
2020	31,165	2.07%	28,689	2.70%
Total	267,621	4.65%	251,391	4.85%

New York City Taxi and Limousine Commission

Stations: 1

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
2002	2	0.00%	-	n/a
2003	10	30.00%	1	0.00%
2004	6	50.00%	-	n/a
2005	20	45.00%	3	0.00%
2006	12	33.33%	7	14.29%
2007	96	27.08%	22	18.18%
2008	80	13.75%	79	20.25%
2009	159	13.84%	109	18.35%
2010	280	17.86%	223	18.83%
2011	689	17.56%	542	12.92%
2012	862	9.63%	816	11.40%
2013	1,513	12.10%	963	8.72%
2014	3,103	8.89%	1,898	13.96%
2015	4,815	11.13%	3,025	12.20%
2016	5,253	8.99%	4,689	11.13%
2017	5,224	5.82%	3,661	7.73%
2018	4,559	5.33%	6,434	5.00%
2019	2,438	5.54%	5,321	6.35%
2020	3,266	2.02%	3,659	3.74%
2021	5,700	2.23%	-	n/a
2022	6,438	2.55%	-	n/a
2023	431	6.50%	-	n/a
-	-	-	-	-
Total	44,956	6.38%	31,452	8.16%

Out of State

Stations: 7

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	-	n/a	-	n/a
1999	-	n/a	-	n/a
2000	-	n/a	-	n/a
2001	-	n/a	-	n/a
2002	-	n/a	-	n/a
2003	-	n/a	-	n/a
2004	-	n/a	-	n/a
2005	1	100%	-	n/a
2006	-	n/a	-	n/a
2007	-	n/a	-	n/a
2008	1	0.00%	-	n/a
2009	-	n/a	1	0.00%
2010	-	n/a	1	0.00%
2011	-	n/a	1	0.00%
2012	1	0.00%	3	0.00%
2013	-	n/a	4	25.00%
2014	2	0.00%	15	0.00%
2015	-	n/a	10	0.00%
2016	-	n/a	1	0.00%
2017	-	n/a	14	0.00%
2018	5	0.00%	19	0.00%
2019	31	25.81%	38	18.42%
2020	107	25.23%	271	18.82%
Total	148	24.32%	378	15.61%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #1 : Albany

OBD II Stations in County: 251

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	280	11.43%	174	10.34%
1999	380	10.00%	236	9.75%
2000	521	10.56%	322	9.32%
2001	655	15.27%	380	17.11%
2002	867	13.38%	641	13.88%
2003	1196	8.86%	859	13.39%
2004	1504	10.84%	1375	13.02%
2005	1969	8.53%	1540	10.65%
2006	2273	8.32%	1709	8.72%
2007	3059	6.96%	2122	8.81%
2008	3519	7.33%	2693	8.87%
2009	3882	6.75%	1917	6.89%
2010	4698	5.32%	2712	6.01%
2011	4727	4.95%	3762	6.65%
2012	6216	4.67%	4126	4.73%
2013	6881	3.72%	4611	4.60%
2014	7376	3.12%	6175	4.06%
2015	8590	2.93%	7810	3.62%
2016	8605	2.99%	8589	3.05%
2017	9264	2.55%	9926	2.85%
2018	9007	2.07%	11806	2.72%
2019	10812	2.73%	15531	2.88%
2020	10447	1.67%	10686	2.75%
Total	106,728	4.09%	99,702	4.37%

County #2 : Allegany

OBD II Stations in County: 50

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	40	7.50%	83	12.05%
1999	46	15.22%	102	10.78%
2000	58	8.62%	130	12.31%
2001	89	24.72%	153	18.95%
2002	98	13.27%	202	15.84%
2003	150	12.67%	245	12.65%
2004	167	8.38%	353	16.43%
2005	208	10.58%	405	12.10%
2006	269	10.78%	463	14.25%
2007	309	11.00%	499	11.82%
2008	413	10.90%	555	11.53%
2009	407	10.07%	372	8.87%
2010	381	8.40%	544	8.64%
2011	478	6.90%	654	9.17%
2012	493	6.49%	648	7.41%
2013	458	7.42%	651	4.61%
2014	550	6.91%	841	4.99%
2015	463	5.62%	839	4.29%
2016	422	2.13%	759	3.03%
2017	381	2.10%	906	1.66%
2018	347	2.02%	1037	2.12%
2019	254	0.79%	1047	2.10%
2020	247	1.21%	690	1.74%
Total	6,728	7.10%	12,178	6.69%

County #4 : Broome

OBD II Stations in County: 155

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	237	8.02%	207	10.14%
1999	335	10.15%	297	11.45%
2000	462	11.69%	390	10.77%
2001	467	19.70%	459	20.48%
2002	653	12.71%	608	15.46%
2003	860	11.16%	854	15.81%
2004	1084	9.69%	1226	13.87%
2005	1449	9.73%	1494	11.31%
2006	1739	10.12%	1545	9.90%
2007	2166	7.99%	1894	8.45%
2008	2420	8.43%	2219	8.70%
2009	2404	6.41%	1445	7.47%
2010	2939	6.57%	1943	6.74%
2011	2981	5.00%	2815	6.68%
2012	3856	5.24%	3015	5.07%
2013	3683	3.91%	3134	4.28%
2014	3871	3.25%	3736	3.80%
2015	3876	3.20%	4452	2.67%
2016	3927	2.72%	4498	2.18%
2017	4132	2.11%	5177	2.12%
2018	3728	1.45%	5594	2.20%
2019	3582	1.93%	6282	1.91%
2020	4036	0.97%	3533	2.18%
Total	54,887	4.78%	56,817	4.87%

County #5 : Cattaraugus

OBD II Stations in County: 83

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	45	8.89%	129	18.60%
1999	80	13.75%	161	13.04%
2000	102	8.82%	164	14.63%
2001	125	14.40%	208	20.19%
2002	163	19.63%	273	18.32%
2003	204	16.18%	413	16.95%
2004	260	13.85%	584	16.78%
2005	344	11.05%	554	16.79%
2006	439	14.58%	646	13.31%
2007	526	13.31%	735	14.69%
2008	658	12.61%	928	11.85%
2009	708	8.62%	705	11.35%
2010	757	9.11%	905	8.07%
2011	729	7.54%	1202	7.99%
2012	932	8.58%	1303	7.60%
2013	858	6.88%	1323	6.73%
2014	899	4.12%	1727	4.86%
2015	989	5.36%	1867	3.64%
2016	986	3.75%	1975	3.34%
2017	1001	3.10%	2303	3.34%
2018	945	2.86%	2440	2.25%
2019	857	3.03%	2951	3.15%
2020	811	0.86%	1886	2.39%
Total	13,418	7.01%	25,382	6.50%

County #6 : Chautauqua

OBD II Stations in County: 127

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	141	7.09%	180	10.56%
1999	163	14.72%	193	12.44%
2000	238	8.82%	260	10.00%
2001	292	16.78%	308	20.13%
2002	339	15.04%	448	16.74%
2003	451	13.53%	579	15.54%
2004	513	15.79%	833	15.13%
2005	796	11.56%	996	13.15%
2006	868	11.64%	1105	11.04%
2007	1112	9.44%	1351	11.84%
2008	1380	10.22%	1686	10.02%
2009	1432	9.01%	1214	9.23%
2010	1627	6.58%	1716	8.92%
2011	1673	7.23%	2354	7.05%
2012	1896	6.65%	2393	6.73%
2013	1913	6.43%	2453	5.38%
2014	2036	5.45%	3206	5.15%
2015	1990	2.91%	3363	3.87%
2016	1942	2.47%	3567	3.36%
2017	1929	3.16%	4048	2.54%
2018	1842	2.44%	4151	1.90%
2019	1800	2.17%	4984	2.27%
2020	2058	1.21%	3353	2.45%
Total	28,431	6.08%	44,741	5.63%

County #7 : Cayuga

OBD II Stations in County: 80

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	35	5.71%	102	17.65%
1999	81	12.35%	104	12.50%
2000	115	13.91%	122	9.84%
2001	127	19.69%	153	19.61%
2002	143	13.99%	226	17.70%
2003	206	12.14%	277	17.33%
2004	222	13.06%	445	14.61%
2005	340	10.00%	441	14.97%
2006	439	12.76%	499	13.83%
2007	563	11.01%	588	9.52%
2008	698	8.88%	761	12.09%
2009	716	8.80%	591	10.15%
2010	832	5.65%	851	7.29%
2011	798	8.02%	1134	7.23%
2012	1140	7.11%	1230	7.72%
2013	1198	4.51%	1259	6.35%
2014	1287	4.97%	1668	4.20%
2015	1367	3.07%	1798	4.06%
2016	1230	3.58%	1936	3.36%
2017	1375	2.47%	2250	2.58%
2018	1280	1.88%	2652	2.00%
2019	1309	1.76%	3283	2.50%
2020	1683	1.60%	2114	2.46%
Total	17,184	5.28%	24,484	5.48%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #8 : Chemung

OBD II Stations in County: 69

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	98	10.20%	115	11.30%
1999	113	16.81%	145	17.24%
2000	168	11.90%	186	11.83%
2001	210	16.19%	202	19.31%
2002	220	13.64%	301	15.95%
2003	293	12.63%	404	11.63%
2004	369	11.38%	599	11.69%
2005	531	10.73%	679	12.96%
2006	634	8.83%	717	8.51%
2007	803	8.84%	788	8.76%
2008	958	8.14%	880	8.18%
2009	871	7.81%	555	9.19%
2010	1002	6.69%	863	6.26%
2011	1211	6.28%	1094	7.13%
2012	1397	4.58%	1289	5.12%
2013	1458	4.25%	1351	4.74%
2014	1662	4.21%	1695	3.89%
2015	1706	4.57%	1921	2.65%
2016	1635	2.75%	2092	2.29%
2017	1824	2.80%	2480	2.42%
2018	1964	2.95%	3312	3.29%
2019	2306	3.60%	4260	3.83%
2020	2299	3.39%	2594	3.70%
Total	23,732	5.28%	28,522	5.12%

County #9 : Chenango

OBD II Stations in County: 52

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	65	12.31%	98	18.37%
1999	71	8.45%	130	11.54%
2000	93	9.68%	153	14.38%
2001	103	17.48%	207	20.29%
2002	159	11.32%	255	14.12%
2003	180	13.89%	297	15.15%
2004	241	13.28%	406	15.27%
2005	311	11.25%	458	11.57%
2006	333	14.11%	455	12.75%
2007	461	12.58%	515	11.84%
2008	492	11.18%	578	8.65%
2009	490	8.37%	392	7.65%
2010	609	9.36%	619	8.24%
2011	650	4.77%	773	5.95%
2012	794	5.29%	829	5.67%
2013	834	3.48%	839	4.65%
2014	890	2.92%	1104	3.26%
2015	836	3.71%	1260	2.54%
2016	887	2.59%	1349	3.11%
2017	843	2.14%	1408	1.56%
2018	775	1.16%	1534	2.22%
2019	711	1.27%	1563	2.05%
2020	594	2.02%	1004	2.09%
Total	11,422	5.59%	16,226	5.51%

County #10 : Clinton

OBD II Stations in County: 76

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	84	11.90%	74	8.11%
1999	106	7.55%	114	13.16%
2000	147	10.88%	147	14.97%
2001	158	10.13%	204	14.22%
2002	219	15.98%	249	16.06%
2003	241	12.45%	348	14.94%
2004	337	12.46%	491	13.65%
2005	479	9.81%	496	15.32%
2006	559	8.94%	582	10.82%
2007	731	10.12%	605	9.59%
2008	838	6.21%	751	9.19%
2009	870	6.67%	522	11.49%
2010	932	5.79%	724	6.77%
2011	942	4.88%	987	6.38%
2012	1350	5.33%	1048	5.63%
2013	1501	4.40%	1186	4.64%
2014	1561	3.46%	1627	4.79%
2015	1574	2.48%	1853	2.37%
2016	1558	2.12%	2177	2.39%
2017	1714	2.80%	2587	2.09%
2018	1717	2.04%	2907	1.79%
2019	1884	2.55%	3969	1.81%
2020	2169	1.29%	2847	2.53%
Total	21,671	4.43%	26,495	4.56%

County #11 : Columbia

OBD II Stations in County: 60

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	92	9.78%	107	12.15%
1999	118	15.25%	131	10.69%
2000	153	11.76%	174	12.64%
2001	220	14.09%	233	17.17%
2002	277	9.39%	301	14.95%
2003	351	10.26%	390	12.82%
2004	415	9.40%	492	14.02%
2005	529	9.07%	623	9.63%
2006	600	9.17%	557	9.87%
2007	684	9.21%	690	7.54%
2008	778	7.07%	771	5.71%
2009	772	5.44%	549	5.46%
2010	916	4.69%	739	5.28%
2011	862	5.92%	908	4.41%
2012	1016	4.43%	919	3.70%
2013	1164	3.01%	931	2.15%
2014	1090	2.48%	1146	2.79%
2015	1189	2.02%	1227	2.85%
2016	1096	1.82%	1289	1.86%
2017	1101	1.63%	1348	1.85%
2018	981	0.61%	1531	1.11%
2019	914	1.53%	1574	1.52%
2020	1059	0.57%	1008	1.19%
Total	16,377	4.45%	17,638	4.51%

County #12 : Cortland

OBD II Stations in County: 45

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	34	17.65%	51	7.84%
1999	46	8.70%	56	8.93%
2000	56	10.71%	75	17.33%
2001	87	19.54%	84	20.24%
2002	107	14.95%	117	19.66%
2003	119	14.29%	168	13.69%
2004	154	14.94%	249	15.66%
2005	247	11.74%	324	13.27%
2006	270	14.07%	335	13.13%
2007	341	12.90%	367	12.26%
2008	435	11.03%	491	11.00%
2009	428	9.35%	335	12.54%
2010	555	7.21%	530	11.51%
2011	621	6.12%	667	7.35%
2012	831	4.57%	763	5.77%
2013	946	5.92%	846	6.15%
2014	977	3.99%	1137	4.75%
2015	1014	3.35%	1149	4.09%
2016	982	2.34%	1245	2.01%
2017	962	2.39%	1302	2.23%
2018	1050	1.62%	1625	1.91%
2019	1034	1.64%	1840	1.90%
2020	962	1.77%	1091	2.47%
Total	12,258	5.14%	14,847	5.43%

County #13 : Delaware

OBD II Stations in County: 55

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	50	6.00%	99	0.1414
1999	79	7.59%	116	0.1121
2000	92	8.70%	150	0.1
2001	129	13.18%	150	0.2
2002	141	15.60%	238	0.1597
2003	178	16.29%	298	0.1745
2004	228	10.09%	416	0.1827
2005	268	14.93%	381	0.1155
2006	353	17.85%	390	0.1026
2007	375	12.27%	425	0.1129
2008	358	11.17%	457	0.0941
2009	390	10.26%	316	0.1203
2010	467	8.78%	446	0.1076
2011	516	6.78%	592	0.0591
2012	607	5.60%	649	0.0878
2013	624	5.77%	640	0.0625
2014	622	3.38%	806	0.0422
2015	695	2.73%	950	0.0295
2016	671	2.83%	1025	0.0283
2017	677	1.33%	1197	0.0201
2018	566	0.71%	1336	0.0217
2019	500	1.00%	1235	0.013
2020	655	0.15%	733	0.0246
Total	9,241	6.07%	13,045	6.20%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #14 : Dutchess

OBD II Stations in County: 225

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	446	7.40%	338	13.61%
1999	541	9.06%	384	12.24%
2000	813	10.95%	539	9.65%
2001	953	15.84%	691	16.64%
2002	1217	13.23%	997	15.75%
2003	1674	10.16%	1385	13.21%
2004	1912	9.88%	1950	11.74%
2005	2433	8.88%	2034	10.47%
2006	2738	8.44%	2140	8.22%
2007	3343	6.97%	2467	7.74%
2008	3568	6.75%	2870	7.25%
2009	3684	5.16%	2018	7.93%
2010	4537	4.96%	2748	6.33%
2011	4444	4.25%	3666	6.49%
2012	5713	4.17%	3872	4.86%
2013	6273	3.40%	4064	4.65%
2014	6044	3.39%	5262	3.29%
2015	7182	2.20%	6162	3.07%
2016	7159	2.28%	6935	2.47%
2017	7399	2.18%	7503	2.16%
2018	6938	1.80%	8439	2.09%
2019	7815	2.23%	10965	2.46%
2020	7614	1.71%	7183	2.67%
Total	94,440	4.17%	84,612	4.61%

County #15 : Erie

OBD II Stations in County: 754

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	714	11.48%	603	15.26%
1999	993	10.88%	753	12.48%
2000	1233	10.46%	885	11.30%
2001	1573	15.45%	1112	19.42%
2002	2059	12.82%	1778	13.44%
2003	2770	11.77%	2486	13.68%
2004	3426	11.06%	3773	12.70%
2005	4748	10.72%	4390	11.21%
2006	5789	10.57%	4986	10.89%
2007	7803	9.03%	6590	9.56%
2008	9467	8.84%	8841	9.44%
2009	10673	7.50%	6160	9.11%
2010	11569	6.52%	8770	8.36%
2011	11823	6.51%	11740	6.59%
2012	14184	5.72%	12897	6.04%
2013	14915	4.98%	13710	4.65%
2014	15954	4.30%	18266	4.10%
2015	16838	3.66%	20453	3.42%
2016	17020	3.10%	22586	2.93%
2017	17577	2.48%	26656	2.22%
2018	18820	2.40%	31725	1.93%
2019	22523	2.18%	47175	2.21%
2020	25324	1.58%	36083	2.42%
Total	237,795	4.91%	292,418	4.37%

County #16 : Essex

OBD II Stations in County: 38

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	27	0.00%	64	29.69%
1999	53	16.98%	65	12.31%
2000	60	10.00%	91	15.38%
2001	89	12.36%	122	30.33%
2002	87	12.64%	126	18.25%
2003	112	16.96%	207	23.19%
2004	139	9.35%	261	20.69%
2005	192	14.06%	276	16.67%
2006	235	10.21%	272	12.87%
2007	293	9.90%	317	12.62%
2008	325	10.46%	390	8.46%
2009	356	8.43%	286	8.74%
2010	330	5.76%	409	7.58%
2011	347	8.93%	551	9.98%
2012	508	6.69%	558	5.20%
2013	565	6.19%	577	6.41%
2014	625	5.60%	811	4.32%
2015	624	4.01%	880	4.66%
2016	556	4.14%	1027	2.53%
2017	605	2.48%	1190	2.61%
2018	598	0.84%	1331	1.95%
2019	534	1.12%	1565	1.09%
2020	558	1.25%	1217	2.14%
Total	7,818	5.73%	12,593	5.84%

County #17 : Franklin

OBD II Stations in County: 48

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	30	16.67%	59	11.86%
1999	56	16.07%	66	9.09%
2000	53	16.98%	101	10.89%
2001	68	22.06%	115	23.48%
2002	86	31.40%	151	16.56%
2003	133	9.77%	214	20.09%
2004	157	14.01%	277	22.02%
2005	230	11.30%	330	10.91%
2006	277	18.41%	321	13.08%
2007	309	13.59%	393	13.49%
2008	370	11.08%	456	12.50%
2009	414	11.59%	349	11.75%
2010	423	11.58%	453	7.73%
2011	433	7.62%	657	8.83%
2012	586	8.02%	675	7.26%
2013	657	5.78%	723	6.36%
2014	639	5.63%	990	4.85%
2015	640	3.28%	967	3.31%
2016	533	3.38%	1180	2.46%
2017	587	1.53%	1380	2.25%
2018	514	2.72%	1611	1.86%
2019	427	0.47%	1842	2.28%
2020	542	0.92%	1401	2.71%
Total	8,164	7.10%	14,711	5.76%

County #18 : Fulton

OBD II Stations in County: 62

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	48	12.50%	79	10.13%
1999	79	15.19%	107	15.89%
2000	124	10.48%	136	13.24%
2001	148	14.86%	155	15.48%
2002	181	13.81%	242	11.16%
2003	235	10.64%	325	15.38%
2004	267	11.61%	464	13.15%
2005	412	10.44%	517	13.35%
2006	468	11.11%	551	9.44%
2007	560	9.46%	585	11.11%
2008	643	8.40%	740	8.11%
2009	632	6.80%	502	9.76%
2010	734	5.72%	678	7.82%
2011	765	4.44%	862	6.03%
2012	982	4.89%	989	5.56%
2013	1026	4.78%	1039	3.85%
2014	1069	3.74%	1442	3.61%
2015	1183	3.63%	1574	2.41%
2016	1194	2.43%	1695	2.77%
2017	1213	1.90%	1951	2.15%
2018	1063	1.60%	2287	1.40%
2019	1020	1.47%	2732	2.05%
2020	1197	1.42%	1883	1.59%
Total	15,243	4.83%	21,535	4.63%

County #19 : Genesee

OBD II Stations in County: 72

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	56	10.71%	116	9.48%
1999	67	11.94%	101	12.87%
2000	80	7.50%	144	9.72%
2001	128	6.25%	137	18.98%
2002	147	13.61%	197	12.69%
2003	190	8.95%	242	13.64%
2004	233	9.44%	369	15.18%
2005	300	8.33%	465	10.54%
2006	413	9.69%	489	10.84%
2007	554	5.96%	565	8.85%
2008	668	9.73%	738	8.94%
2009	718	7.80%	540	5.93%
2010	693	6.35%	789	7.22%
2011	693	6.20%	1064	5.55%
2012	902	5.76%	1150	6.00%
2013	901	6.22%	1217	4.93%
2014	1057	4.73%	1715	4.61%
2015	1020	4.80%	1791	3.02%
2016	1096	3.65%	2002	2.30%
2017	1000	1.80%	2085	1.58%
2018	887	1.92%	2300	1.48%
2019	812	2.22%	2624	1.94%
2020	958	1.57%	1621	1.91%
Total	13,573	5.22%	22,461	4.46%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #20 : Greene

OBD II Stations in County: 43

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	62	8.06%	96	18.75%
1999	79	8.86%	116	10.34%
2000	104	10.58%	129	13.95%
2001	164	14.02%	157	17.20%
2002	201	17.41%	213	17.84%
2003	238	13.45%	325	11.38%
2004	296	11.82%	362	14.64%
2005	369	8.67%	378	12.43%
2006	419	9.07%	405	12.59%
2007	477	7.55%	422	12.32%
2008	477	6.29%	477	8.81%
2009	512	6.45%	348	8.91%
2010	596	4.87%	457	5.69%
2011	532	4.51%	572	5.59%
2012	669	4.33%	560	5.89%
2013	710	3.52%	579	4.66%
2014	783	3.07%	683	3.66%
2015	805	1.74%	851	2.12%
2016	853	2.46%	835	2.87%
2017	850	1.29%	910	2.31%
2018	824	0.73%	1055	1.61%
2019	818	2.69%	1214	1.65%
2020	631	2.06%	981	3.06%
Total	11,469	4.66%	12,125	5.76%

County #21 : Hamilton

OBD II Stations in County: 5

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	2	0.00%	3	33.33%
1999	2	0.00%	3	0.00%
2000	4	0.00%	5	0.00%
2001	5	20.00%	8	12.50%
2002	3	0.00%	7	0.00%
2003	5	0.00%	21	14.29%
2004	7	0.00%	21	23.81%
2005	12	0.00%	16	18.75%
2006	6	0.00%	18	11.11%
2007	19	0.00%	16	6.25%
2008	23	0.00%	31	0.00%
2009	14	21.43%	19	0.00%
2010	18	5.56%	21	9.52%
2011	15	13.33%	35	14.29%
2012	23	4.35%	41	14.63%
2013	32	3.13%	44	2.27%
2014	20	0.00%	57	3.51%
2015	47	0.00%	59	0.00%
2016	41	4.88%	64	0.00%
2017	36	2.78%	66	1.52%
2018	21	0.00%	70	1.43%
2019	30	0.00%	86	0.00%
2020	28	0.00%	61	0.00%
Total	413	2.91%	772	4.40%

County #22 : Herkimer

OBD II Stations in County: 56

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	48	8.33%	71	16.90%
1999	52	1.92%	82	13.41%
2000	68	10.29%	105	18.10%
2001	86	15.12%	86	30.23%
2002	115	13.04%	138	10.87%
2003	181	11.05%	204	14.71%
2004	213	12.21%	302	14.57%
2005	295	12.20%	365	12.33%
2006	360	10.56%	370	11.35%
2007	452	10.40%	434	7.83%
2008	532	10.53%	536	10.26%
2009	594	7.41%	357	10.64%
2010	611	5.89%	545	6.97%
2011	711	7.03%	720	8.89%
2012	876	4.91%	756	8.33%
2013	910	4.84%	795	5.28%
2014	949	4.00%	1057	4.82%
2015	970	4.64%	1090	3.67%
2016	880	3.98%	1256	3.66%
2017	815	2.21%	1250	2.16%
2018	721	1.39%	1480	1.22%
2019	671	1.34%	1481	1.62%
2020	565	0.71%	955	2.62%
Total	11,675	5.47%	14,435	5.60%

County #23 : Jefferson

OBD II Stations in County: 101

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	82	7.32%	115	13.91%
1999	98	18.37%	161	9.32%
2000	126	12.70%	195	11.28%
2001	176	11.36%	224	20.09%
2002	202	14.85%	268	19.03%
2003	269	15.24%	419	13.13%
2004	316	12.97%	548	15.69%
2005	489	14.52%	651	13.21%
2006	582	12.71%	717	12.55%
2007	733	11.60%	800	10.13%
2008	830	11.45%	976	8.81%
2009	849	9.54%	654	9.33%
2010	979	6.84%	991	9.28%
2011	1110	7.21%	1363	7.48%
2012	1330	7.22%	1458	7.68%
2013	1482	6.34%	1573	6.74%
2014	1615	4.64%	2277	5.71%
2015	1736	5.01%	2560	4.26%
2016	1683	3.86%	3078	2.70%
2017	1841	3.15%	3709	2.18%
2018	2031	1.92%	4715	2.46%
2019	2004	2.45%	5460	2.55%
2020	2326	1.93%	3923	3.54%
Total	22,889	5.82%	36,835	5.17%

County #25 : Lewis

OBD II Stations in County: 30

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	25	20.00%	54	14.81%
1999	35	5.71%	65	10.77%
2000	46	13.04%	70	11.43%
2001	42	9.52%	78	12.82%
2002	62	9.68%	89	14.61%
2003	98	21.43%	149	14.09%
2004	81	7.41%	199	12.56%
2005	140	10.71%	195	12.31%
2006	162	9.88%	246	11.38%
2007	229	10.48%	303	9.57%
2008	227	11.01%	388	11.34%
2009	209	8.13%	258	9.30%
2010	277	7.58%	307	8.14%
2011	258	8.53%	412	7.52%
2012	363	5.23%	432	4.63%
2013	339	5.90%	460	5.43%
2014	342	6.43%	624	4.33%
2015	307	2.93%	619	2.91%
2016	281	5.69%	678	2.36%
2017	244	2.87%	750	2.80%
2018	237	1.27%	830	1.57%
2019	223	2.24%	828	1.33%
2020	238	1.68%	554	3.25%
Total	4,465	6.61%	8,588	5.43%

County #26 : Livingston

OBD II Stations in County: 66

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	63	14.29%	103	8.74%
1999	86	6.98%	96	7.29%
2000	83	10.84%	146	15.75%
2001	119	16.81%	125	21.60%
2002	155	9.03%	180	13.33%
2003	211	9.00%	270	16.67%
2004	287	9.41%	374	12.03%
2005	413	12.35%	483	10.97%
2006	438	11.64%	508	10.43%
2007	561	10.70%	578	11.07%
2008	649	6.16%	709	9.03%
2009	650	8.92%	497	10.06%
2010	764	6.68%	723	7.61%
2011	753	7.30%	931	6.66%
2012	863	5.79%	1039	5.77%
2013	886	4.63%	1047	5.54%
2014	913	3.40%	1462	4.45%
2015	887	3.04%	1630	3.25%
2016	893	2.58%	1738	2.13%
2017	917	2.73%	1949	2.05%
2018	862	1.74%	2116	1.80%
2019	808	1.24%	2517	1.83%
2020	722	0.97%	1684	1.96%
Total	12,983	5.38%	20,905	4.84%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #27 : Madison

OBD II Stations in County: 73

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	53	3.77%	80	10.00%
1999	65	6.15%	106	12.26%
2000	81	11.11%	111	5.41%
2001	115	14.78%	122	21.31%
2002	137	13.14%	146	11.64%
2003	199	15.58%	216	12.04%
2004	208	11.06%	314	10.19%
2005	346	7.51%	383	12.53%
2006	384	11.98%	431	8.35%
2007	499	8.42%	451	9.09%
2008	524	6.87%	634	7.57%
2009	600	6.17%	421	8.31%
2010	696	7.76%	611	7.86%
2011	759	7.64%	900	6.00%
2012	904	6.53%	995	5.13%
2013	1046	4.02%	1165	4.55%
2014	1163	3.87%	1484	3.44%
2015	1144	3.85%	1775	3.15%
2016	1235	3.08%	1972	2.84%
2017	1224	3.27%	2333	2.70%
2018	1270	2.36%	2824	2.58%
2019	1109	2.16%	3435	3.14%
2020	1231	1.87%	2210	2.85%
Total	14,992	4.99%	23,119	4.38%

County #28 : Monroe

OBD II Stations in County: 517

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	598	9.70%	415	12.29%
1999	869	11.05%	499	11.62%
2000	1208	9.85%	656	9.60%
2001	1407	15.00%	862	17.63%
2002	1892	12.90%	1331	14.20%
2003	2793	12.17%	1956	12.68%
2004	3443	10.98%	2913	11.64%
2005	4728	10.41%	3505	11.16%
2006	5931	9.58%	4197	10.39%
2007	7640	7.81%	5498	8.35%
2008	9149	7.54%	7275	8.26%
2009	10181	6.62%	4962	7.56%
2010	11454	5.70%	6987	6.41%
2011	11835	5.15%	9962	5.97%
2012	14129	4.92%	10758	5.15%
2013	15057	4.32%	11137	4.50%
2014	15732	3.53%	14785	3.86%
2015	16707	3.02%	16712	3.13%
2016	16864	2.83%	17944	2.54%
2017	17297	2.24%	20300	2.22%
2018	17359	1.91%	22468	1.88%
2019	20827	2.03%	31878	2.29%
2020	20426	1.54%	20368	2.36%
Total	227,526	4.42%	217,368	4.18%

County #29 : Montgomery

OBD II Stations in County: 43

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	44	18.18%	51	17.65%
1999	72	13.89%	60	18.33%
2000	79	6.33%	76	9.21%
2001	95	20.00%	88	18.18%
2002	130	14.62%	175	18.29%
2003	167	15.57%	214	21.96%
2004	201	11.94%	306	16.99%
2005	266	11.65%	342	11.40%
2006	290	11.38%	363	14.05%
2007	421	12.11%	403	12.66%
2008	387	9.30%	443	9.93%
2009	450	9.56%	301	9.63%
2010	465	7.74%	400	10.00%
2011	470	7.23%	520	5.77%
2012	560	3.57%	523	5.54%
2013	609	6.90%	514	6.42%
2014	621	4.83%	712	4.21%
2015	596	2.52%	720	3.89%
2016	564	3.01%	826	4.12%
2017	509	2.16%	874	3.55%
2018	472	2.12%	955	1.68%
2019	355	1.41%	963	1.25%
2020	371	1.89%	733	2.05%
Total	8,194	6.49%	10,562	6.49%

County #32 : Niagara

OBD II Stations in County: 187

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	211	7.58%	227	11.89%
1999	287	6.97%	268	10.82%
2000	400	9.25%	356	10.96%
2001	409	12.22%	434	20.97%
2002	612	10.78%	683	11.27%
2003	821	10.23%	961	15.19%
2004	967	7.96%	1253	11.73%
2005	1395	9.89%	1385	11.48%
2006	1548	8.59%	1533	11.61%
2007	2049	8.74%	1944	8.69%
2008	2367	7.56%	2492	8.39%
2009	2657	8.09%	1864	7.73%
2010	2809	6.19%	2341	7.60%
2011	2761	6.01%	3105	6.96%
2012	3230	5.54%	3432	5.10%
2013	3221	5.25%	3487	4.27%
2014	3469	4.44%	4435	3.99%
2015	3152	3.62%	4772	3.29%
2016	3209	3.33%	5322	2.44%
2017	3178	2.14%	5948	2.22%
2018	3075	1.89%	6633	1.94%
2019	3140	1.78%	9447	2.07%
2020	3860	1.40%	7031	2.12%
Total	48,827	5.11%	69,353	4.62%

County #33 : Oneida

OBD II Stations in County: 224

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	187	11.23%	233	12.45%
1999	265	11.32%	268	13.06%
2000	337	9.50%	322	13.04%
2001	467	18.20%	362	20.17%
2002	535	12.52%	491	20.98%
2003	653	11.94%	685	15.33%
2004	940	12.77%	1092	13.46%
2005	1218	10.76%	1260	12.86%
2006	1520	9.93%	1497	9.15%
2007	2155	10.90%	1867	10.18%
2008	2400	8.75%	2341	9.23%
2009	2477	7.35%	1573	9.03%
2010	2910	6.49%	2337	7.40%
2011	3044	6.60%	3047	7.45%
2012	3888	5.68%	3082	6.52%
2013	4243	5.33%	3544	5.90%
2014	4285	4.32%	4489	4.12%
2015	4871	3.67%	5573	3.89%
2016	4742	3.04%	5953	3.14%
2017	5007	2.24%	6484	2.47%
2018	4659	2.34%	7800	2.23%
2019	4978	2.49%	9269	2.62%
2020	4899	1.45%	5997	2.47%
Total	60,680	5.11%	69,566	5.04%

County #34 : Onondaga

OBD II Stations in County: 377

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	324	11.73%	263	8.75%
1999	428	11.92%	323	12.07%
2000	555	8.29%	404	8.66%
2001	670	14.18%	449	16.48%
2002	906	11.92%	649	14.02%
2003	1160	11.29%	935	14.76%
2004	1509	10.01%	1444	13.43%
2005	1983	10.09%	1750	12.29%
2006	2360	7.63%	2039	10.59%
2007	3335	9.12%	2590	10.27%
2008	3889	8.54%	3508	9.95%
2009	4209	8.20%	2406	8.73%
2010	5148	6.82%	3553	7.99%
2011	5681	6.48%	5198	7.62%
2012	7442	5.39%	5850	6.34%
2013	8532	4.48%	6647	5.12%
2014	9270	4.40%	9044	4.15%
2015	10222	3.60%	11005	3.53%
2016	10300	2.83%	12482	2.50%
2017	10919	2.21%	14029	2.40%
2018	11242	2.04%	17020	2.24%
2019	12063	2.78%	22044	2.53%
2020	13040	1.86%	15062	2.66%
Total	125,187	4.47%	138,694	4.32%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #35 : Ontario

OBD II Stations in County: 120

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	114	9.65%	112	5.36%
1999	165	11.52%	162	13.58%
2000	234	8.55%	186	9.14%
2001	250	15.60%	203	18.23%
2002	355	12.68%	310	17.10%
2003	404	11.88%	430	16.51%
2004	519	10.60%	607	15.98%
2005	695	8.20%	744	13.17%
2006	919	10.34%	836	11.72%
2007	1066	8.26%	1014	9.17%
2008	1276	7.99%	1345	7.66%
2009	1373	7.28%	888	10.14%
2010	1691	6.09%	1366	6.95%
2011	1756	6.04%	1972	5.38%
2012	2222	4.95%	2015	5.56%
2013	2615	5.01%	2411	5.18%
2014	2864	4.64%	3196	4.41%
2015	3093	4.14%	3545	2.74%
2016	2978	3.19%	3934	2.80%
2017	3192	3.13%	4258	2.68%
2018	3167	1.96%	4787	2.13%
2019	3336	1.86%	5802	2.19%
2020	3588	1.98%	3900	3.08%
Total	37,872	4.70%	44,023	4.62%

County #36 : Orange

OBD II Stations in County: 269

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	482	11.20%	379	11.35%
1999	663	9.05%	543	12.34%
2000	905	11.49%	785	13.63%
2001	1070	17.76%	923	18.74%
2002	1418	12.62%	1402	15.76%
2003	2056	12.84%	1935	13.64%
2004	2396	12.69%	2743	12.69%
2005	2979	9.94%	2914	13.28%
2006	3350	10.03%	3045	10.54%
2007	3968	8.32%	3480	9.51%
2008	4215	8.80%	3963	8.83%
2009	4456	6.64%	2603	9.37%
2010	5314	6.23%	3575	7.52%
2011	5235	5.54%	4852	5.92%
2012	6750	4.86%	4890	5.32%
2013	7420	4.18%	5251	4.36%
2014	7210	3.45%	6434	3.45%
2015	8325	2.95%	8058	3.11%
2016	8153	2.66%	8986	2.41%
2017	8490	2.33%	9904	2.19%
2018	8454	1.85%	11132	1.93%
2019	8672	2.01%	13955	2.14%
2020	8912	1.69%	9825	2.60%
Total	110,893	4.90%	111,577	5.00%

County #37 : Orleans

OBD II Stations in County: 41

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	40	15.00%	73	17.81%
1999	58	10.34%	85	15.29%
2000	61	11.48%	109	11.93%
2001	76	21.05%	143	20.28%
2002	128	15.63%	197	20.81%
2003	144	6.94%	241	20.33%
2004	170	7.06%	417	17.27%
2005	260	15.00%	428	18.22%
2006	310	15.81%	459	16.34%
2007	384	13.28%	487	11.91%
2008	553	11.57%	608	11.84%
2009	454	12.11%	341	11.14%
2010	439	8.20%	498	8.03%
2011	473	9.30%	648	10.19%
2012	573	8.90%	664	7.23%
2013	488	6.15%	623	6.58%
2014	513	5.26%	803	4.48%
2015	495	5.25%	835	4.55%
2016	484	4.75%	880	2.95%
2017	508	1.77%	1099	2.46%
2018	456	2.85%	1356	3.39%
2019	361	3.05%	1345	3.05%
2020	332	1.51%	1076	3.72%
Total	7,760	7.86%	13,415	7.45%

County #38 : Oswego

OBD II Stations in County: 107

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	91	6.59%	142	14.08%
1999	140	12.86%	151	11.26%
2000	190	6.84%	174	10.34%
2001	209	14.35%	248	19.35%
2002	284	12.32%	349	12.03%
2003	359	7.80%	443	12.87%
2004	424	10.85%	730	15.62%
2005	572	9.97%	802	11.47%
2006	730	10.00%	830	10.96%
2007	883	9.17%	1056	8.24%
2008	1007	9.24%	1329	11.06%
2009	982	8.55%	870	10.92%
2010	1148	7.32%	1265	8.85%
2011	1222	7.69%	1750	8.29%
2012	1597	6.64%	1912	6.54%
2013	1739	5.12%	1985	5.94%
2014	1771	5.19%	2741	4.60%
2015	1815	3.69%	2951	3.49%
2016	1737	3.57%	3246	2.80%
2017	1613	2.05%	3396	2.50%
2018	1517	2.18%	3945	2.56%
2019	1330	1.58%	4610	3.30%
2020	1251	2.00%	3005	2.46%
Total	22,611	5.62%	37,930	5.43%

County #39 : Otsego

OBD II Stations in County: 63

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	61	9.84%	95	10.53%
1999	97	12.37%	121	16.53%
2000	123	8.13%	156	11.54%
2001	136	9.56%	172	22.67%
2002	186	14.52%	272	18.01%
2003	228	14.91%	336	16.07%
2004	285	14.04%	432	17.36%
2005	377	10.34%	455	12.31%
2006	444	11.04%	473	10.99%
2007	503	8.55%	573	9.95%
2008	639	7.67%	638	10.34%
2009	632	8.70%	436	8.49%
2010	741	6.07%	663	7.24%
2011	775	5.81%	788	6.35%
2012	948	5.06%	840	5.36%
2013	1034	3.87%	938	4.26%
2014	1188	4.38%	1236	4.29%
2015	1317	3.64%	1487	2.62%
2016	1377	2.03%	1690	2.54%
2017	1443	2.08%	1897	2.37%
2018	1414	1.20%	2160	2.50%
2019	1563	2.24%	2570	1.63%
2020	1379	2.39%	1468	2.38%
Total	16,890	4.72%	19,896	5.16%

County #40 : Putnam

OBD II Stations in County: 78

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	117	4.27%	73	12.33%
1999	176	10.23%	98	11.22%
2000	250	8.80%	166	17.47%
2001	296	14.86%	212	15.09%
2002	389	12.34%	340	17.06%
2003	539	14.29%	425	13.41%
2004	662	9.97%	602	10.80%
2005	790	8.48%	737	12.35%
2006	877	8.89%	747	9.37%
2007	1021	8.72%	850	8.24%
2008	1177	7.14%	885	9.04%
2009	1205	6.64%	732	8.33%
2010	1444	6.37%	923	7.69%
2011	1440	4.93%	1274	6.99%
2012	1743	5.45%	1301	5.76%
2013	1933	3.36%	1367	3.95%
2014	1940	3.45%	1694	4.07%
2015	2252	3.29%	2148	3.54%
2016	2216	2.03%	2352	2.93%
2017	2283	2.32%	2472	2.31%
2018	2298	2.48%	2761	2.03%
2019	2480	1.98%	3455	2.29%
2020	2378	1.68%	2463	3.57%
Total	29,906	4.63%	28,077	5.04%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #42 : Rensselaer

OBD II Stations in County: 116

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	140	11.43%	151	14.57%
1999	198	10.10%	171	7.02%
2000	259	10.42%	215	8.37%
2001	336	16.96%	303	18.48%
2002	438	14.38%	414	13.04%
2003	554	9.57%	599	13.19%
2004	725	10.34%	886	9.14%
2005	971	9.17%	935	9.73%
2006	1077	9.01%	979	8.89%
2007	1409	8.16%	1153	7.63%
2008	1641	7.01%	1447	8.22%
2009	1715	5.95%	1064	7.89%
2010	1987	6.04%	1368	6.07%
2011	1888	3.97%	1863	5.58%
2012	2444	3.68%	1934	5.53%
2013	2550	3.96%	1944	3.86%
2014	2524	3.57%	2507	3.11%
2015	2925	2.46%	2860	2.45%
2016	2839	2.47%	3117	2.12%
2017	3002	2.37%	3122	1.70%
2018	2670	1.84%	3437	1.57%
2019	2983	1.81%	3768	1.54%
2020	2818	1.35%	2269	2.07%
Total	38,093	4.36%	36,506	4.34%

County #45 : St Lawrence

OBD II Stations in County: 111

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	77	12.99%	149	14.09%
1999	105	7.62%	183	14.21%
2000	143	13.29%	210	12.86%
2001	174	14.94%	243	21.40%
2002	243	11.93%	393	21.37%
2003	335	15.22%	520	18.65%
2004	392	13.27%	719	20.03%
2005	565	12.74%	778	17.10%
2006	664	10.84%	875	15.31%
2007	921	12.38%	1071	12.42%
2008	1046	10.23%	1255	11.47%
2009	937	8.86%	854	10.77%
2010	1139	7.99%	1276	10.03%
2011	1212	8.91%	1643	8.76%
2012	1486	7.34%	1754	7.30%
2013	1495	6.56%	1837	6.59%
2014	1472	4.28%	2441	5.41%
2015	1624	3.69%	2532	3.08%
2016	1398	4.01%	2729	3.26%
2017	1463	2.80%	3298	1.73%
2018	1237	1.54%	3539	1.86%
2019	1024	1.66%	3946	1.98%
2020	1166	1.20%	2826	2.05%
Total	20,318	6.49%	35,071	6.18%

County #46 : Saratoga

OBD II Stations in County: 153

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	199	6.53%	190	11.58%
1999	308	10.39%	213	7.04%
2000	383	9.92%	288	13.19%
2001	503	11.13%	354	16.95%
2002	598	10.87%	538	13.75%
2003	803	9.84%	741	13.77%
2004	1050	9.14%	1074	13.41%
2005	1368	8.70%	1295	11.27%
2006	1545	9.00%	1321	8.10%
2007	1917	8.24%	1604	8.54%
2008	2274	7.87%	2033	7.97%
2009	2438	6.89%	1392	6.75%
2010	2801	5.00%	2115	6.38%
2011	2938	4.49%	2952	5.18%
2012	4117	4.76%	3301	5.00%
2013	4482	3.82%	3728	3.38%
2014	4713	2.91%	4903	3.43%
2015	5024	2.67%	5763	2.65%
2016	5008	2.42%	6527	2.37%
2017	5377	2.25%	7065	2.12%
2018	4673	1.69%	8077	1.66%
2019	4967	1.91%	8909	1.65%
2020	5781	0.93%	6103	2.02%
Total	63,267	3.99%	70,486	3.84%

County #47 : Schenectady

OBD II Stations in County: 129

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	167	11.38%	131	8.40%
1999	221	8.60%	156	11.54%
2000	304	10.53%	229	14.41%
2001	364	18.41%	283	18.02%
2002	472	15.25%	462	12.34%
2003	679	11.93%	646	13.78%
2004	841	11.89%	934	12.63%
2005	1089	9.83%	1020	10.39%
2006	1219	8.94%	1115	12.29%
2007	1573	9.85%	1304	9.74%
2008	1724	7.19%	1664	8.89%
2009	1897	6.75%	1149	7.22%
2010	2134	5.58%	1434	6.14%
2011	2111	5.02%	1890	6.93%
2012	2815	4.69%	2089	5.60%
2013	3008	4.69%	2258	4.38%
2014	3021	4.70%	2887	4.54%
2015	3192	3.04%	3507	2.91%
2016	3368	2.61%	3958	2.78%
2017	3782	2.46%	4229	2.60%
2018	3389	1.86%	4519	1.90%
2019	4221	2.32%	5684	1.88%
2020	4748	1.47%	3617	2.41%
Total	46,339	4.67%	45,165	4.75%

County #48 : Schoharie

OBD II Stations in County: 36

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	54	7.41%	69	13.04%
1999	55	16.36%	106	11.32%
2000	94	10.64%	102	14.71%
2001	80	7.50%	117	20.51%
2002	121	16.53%	173	18.50%
2003	148	11.49%	216	22.69%
2004	153	11.11%	295	13.90%
2005	234	7.69%	312	12.18%
2006	292	10.62%	298	15.10%
2007	303	7.59%	322	9.32%
2008	375	8.53%	373	9.65%
2009	373	8.04%	273	13.19%
2010	369	5.69%	302	7.62%
2011	334	6.59%	427	5.62%
2012	413	5.08%	427	3.98%
2013	439	3.87%	396	5.30%
2014	429	4.66%	580	3.28%
2015	457	1.53%	578	3.11%
2016	444	3.15%	662	2.57%
2017	464	1.51%	620	0.97%
2018	351	2.28%	735	0.82%
2019	315	0.63%	701	1.43%
2020	300	1.00%	472	2.54%
Total	6,597	5.44%	8,556	6.31%

County #49 : Schuyler

OBD II Stations in County: 21

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	31	9.68%	32	18.75%
1999	34	11.76%	36	11.11%
2000	56	14.29%	49	20.41%
2001	63	14.29%	72	19.44%
2002	58	8.62%	88	7.95%
2003	74	10.81%	116	10.34%
2004	104	9.62%	172	14.53%
2005	174	7.47%	200	13.00%
2006	183	7.65%	240	10.42%
2007	202	7.92%	250	9.20%
2008	216	11.57%	255	7.06%
2009	228	5.70%	132	6.82%
2010	227	3.96%	225	4.44%
2011	205	5.37%	267	6.37%
2012	259	3.09%	286	5.94%
2013	246	5.69%	255	3.14%
2014	263	3.04%	350	4.29%
2015	266	1.88%	343	1.75%
2016	234	0.43%	366	1.64%
2017	220	0.91%	452	0.88%
2018	201	1.49%	437	1.83%
2019	187	1.07%	514	1.95%
2020	176	1.14%	289	1.73%
Total	3,907	4.94%	5,426	5.25%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #50 : Seneca

OBD II Stations in County: 37

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	51	1.96%	69	13.04%
1999	57	14.04%	77	15.58%
2000	65	9.23%	98	9.18%
2001	98	18.37%	89	13.48%
2002	125	13.60%	161	13.04%
2003	199	13.57%	237	16.46%
2004	172	10.47%	282	11.35%
2005	253	12.25%	369	11.11%
2006	314	9.24%	411	12.17%
2007	386	9.84%	439	9.57%
2008	432	8.56%	489	8.18%
2009	441	6.80%	315	7.94%
2010	462	6.28%	441	7.71%
2011	531	7.72%	608	5.76%
2012	620	8.23%	660	7.88%
2013	653	5.36%	671	4.77%
2014	593	4.72%	832	3.97%
2015	569	4.04%	858	3.50%
2016	587	2.21%	913	2.41%
2017	562	3.20%	900	2.56%
2018	559	0.89%	1127	1.51%
2019	477	2.52%	1295	2.93%
2020	484	1.45%	729	2.33%
Total	8,690	6.01%	12,070	5.51%

County #51 : Steuben

OBD II Stations in County: 99

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	110	7.27%	193	15.03%
1999	148	12.16%	232	11.64%
2000	218	12.39%	283	10.60%
2001	201	17.91%	298	20.13%
2002	282	18.44%	451	19.07%
2003	385	15.84%	599	17.53%
2004	414	11.59%	823	14.22%
2005	691	13.31%	916	12.66%
2006	778	12.60%	1052	12.07%
2007	953	11.65%	1066	11.54%
2008	1161	10.34%	1215	10.62%
2009	1023	8.80%	779	9.76%
2010	1085	7.28%	1136	8.54%
2011	1286	7.39%	1454	7.98%
2012	1562	5.95%	1613	6.32%
2013	1527	5.04%	1602	6.80%
2014	1675	5.67%	2174	4.92%
2015	1535	3.52%	2340	3.42%
2016	1486	3.10%	2377	3.28%
2017	1538	2.34%	2793	2.26%
2018	1433	2.09%	3265	1.81%
2019	1434	1.74%	3690	2.11%
2020	1141	2.28%	2309	2.56%
Total	22,066	6.42%	32,660	6.04%

County #53 : Sullivan

OBD II Stations in County: 80

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	99	9.09%	117	19.66%
1999	143	14.69%	143	12.59%
2000	152	13.16%	195	17.95%
2001	207	19.32%	230	23.04%
2002	262	15.65%	300	18.33%
2003	334	15.87%	423	19.62%
2004	395	12.91%	591	13.87%
2005	491	13.65%	571	15.41%
2006	574	14.63%	612	13.24%
2007	631	9.83%	611	12.77%
2008	730	9.18%	816	10.66%
2009	692	7.66%	507	8.09%
2010	818	7.33%	714	8.12%
2011	749	6.28%	875	7.20%
2012	969	6.40%	851	6.58%
2013	1138	4.75%	938	5.97%
2014	928	4.53%	1110	3.60%
2015	1095	2.47%	1318	3.11%
2016	1085	2.49%	1395	2.65%
2017	1038	2.22%	1409	1.77%
2018	1003	1.99%	1600	1.81%
2019	924	1.41%	1936	1.91%
2020	948	1.79%	1391	1.80%
Total	15,405	6.23%	18,653	6.39%

County #54 : Tioga

OBD II Stations in County: 52

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	50	14.00%	96	17.71%
1999	69	7.25%	121	14.88%
2000	105	12.38%	132	14.39%
2001	130	17.69%	168	25.60%
2002	156	15.38%	235	14.04%
2003	211	12.32%	275	17.82%
2004	226	9.29%	423	14.18%
2005	346	12.14%	450	12.67%
2006	414	12.56%	473	12.90%
2007	484	8.88%	549	8.56%
2008	523	8.22%	608	11.02%
2009	520	7.31%	364	7.14%
2010	567	6.35%	561	7.13%
2011	577	5.55%	763	6.03%
2012	753	4.65%	767	6.52%
2013	740	4.59%	850	4.24%
2014	794	3.15%	961	3.64%
2015	734	4.09%	1032	3.20%
2016	670	2.84%	1054	2.75%
2017	716	2.65%	1089	2.75%
2018	628	1.43%	1175	1.87%
2019	498	0.60%	1219	1.89%
2020	489	1.43%	694	2.16%
Total	10,400	5.63%	14,059	6.09%

County #55 : Tompkins

OBD II Stations in County: 73

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	100	13.00%	87	20.69%
1999	135	9.63%	119	18.49%
2000	161	7.45%	144	9.72%
2001	201	16.92%	186	22.04%
2002	246	15.04%	190	14.21%
2003	298	15.77%	317	13.56%
2004	448	11.83%	431	16.94%
2005	577	9.36%	548	14.23%
2006	703	8.96%	610	12.30%
2007	901	7.99%	717	9.62%
2008	956	6.69%	811	8.26%
2009	983	8.34%	568	8.10%
2010	1214	5.11%	772	9.46%
2011	1240	7.50%	982	5.40%
2012	1740	3.97%	1149	5.74%
2013	1814	4.08%	1173	4.86%
2014	1826	3.94%	1536	4.95%
2015	2044	2.98%	1739	3.34%
2016	1969	3.10%	1944	2.67%
2017	2053	2.09%	2122	1.98%
2018	2099	2.29%	2630	1.75%
2019	1991	2.11%	3053	3.05%
2020	1770	1.41%	1553	2.83%
Total	25,469	4.69%	23,381	5.27%

County #56 : Ulster

OBD II Stations in County: 148

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	292	8.56%	301	9.63%
1999	408	12.99%	367	10.63%
2000	616	10.39%	521	9.60%
2001	700	15.43%	583	15.61%
2002	862	13.46%	854	13.82%
2003	1126	10.92%	1020	12.94%
2004	1430	11.54%	1480	11.35%
2005	1755	9.46%	1456	12.98%
2006	1857	8.51%	1559	9.36%
2007	2213	7.68%	1644	8.21%
2008	2459	7.04%	1912	7.79%
2009	2484	6.68%	1319	7.88%
2010	2872	4.67%	1770	6.89%
2011	2699	4.30%	2179	6.20%
2012	3302	4.33%	2415	4.72%
2013	3643	3.21%	2273	3.70%
2014	3589	2.93%	3001	3.63%
2015	3953	2.66%	3479	2.36%
2016	3954	2.12%	3825	2.85%
2017	4227	1.80%	4271	1.94%
2018	3659	1.50%	4708	2.00%
2019	3780	1.72%	5731	2.08%
2020	3876	1.44%	3904	2.25%
Total	55,756	4.56%	50,572	4.92%

Appendix D

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

(Based on Data Collected from 1/1/2022 to 12/31/2022)

County #57 : Warren

OBD II Stations in County: 68

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	75	5.33%	81	19.75%
1999	86	16.28%	104	13.46%
2000	116	8.62%	111	10.81%
2001	157	15.29%	146	25.34%
2002	196	13.78%	211	16.11%
2003	271	9.59%	314	12.42%
2004	326	13.19%	383	10.97%
2005	441	12.02%	460	10.22%
2006	520	8.27%	516	10.08%
2007	634	7.89%	640	8.75%
2008	721	8.04%	811	8.01%
2009	750	6.53%	567	6.53%
2010	919	5.77%	770	7.66%
2011	934	3.75%	1205	6.22%
2012	1317	4.56%	1351	4.52%
2013	1649	3.76%	1590	4.28%
2014	1725	4.06%	2139	3.79%
2015	1945	2.42%	2566	3.00%
2016	2060	1.80%	2735	2.34%
2017	2235	2.55%	3107	1.71%
2018	2257	2.22%	3714	1.97%
2019	2720	2.50%	4779	2.13%
2020	2876	1.84%	3258	2.03%
Total	24,930	3.98%	31,558	3.90%

County #58 : Washington

OBD II Stations in County: 43

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	50	4.00%	71	9.86%
1999	82	10.98%	89	10.11%
2000	94	7.45%	132	12.88%
2001	124	10.48%	171	19.30%
2002	182	14.84%	226	11.50%
2003	226	12.83%	333	13.51%
2004	243	10.29%	456	11.84%
2005	354	7.06%	468	11.75%
2006	419	12.17%	534	9.55%
2007	465	8.60%	561	11.41%
2008	534	7.12%	753	8.37%
2009	530	6.98%	435	8.74%
2010	627	5.58%	579	8.29%
2011	624	4.65%	883	6.46%
2012	764	5.63%	849	2.71%
2013	820	2.93%	915	5.25%
2014	790	4.81%	1078	3.53%
2015	785	3.95%	1182	4.15%
2016	738	1.90%	1221	2.05%
2017	676	1.48%	1235	1.94%
2018	628	0.96%	1417	2.61%
2019	540	1.67%	1578	2.15%
2020	537	1.86%	1059	2.17%
Total	10,832	5.10%	16,225	5.35%

County #59 : Wayne

OBD II Stations in County: 87

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	95	10.53%	118	13.56%
1999	133	8.27%	147	14.29%
2000	156	13.46%	186	16.13%
2001	213	14.08%	195	14.87%
2002	252	10.32%	308	17.21%
2003	321	12.77%	395	16.20%
2004	446	11.21%	633	16.75%
2005	528	11.17%	718	13.65%
2006	673	11.14%	799	12.39%
2007	827	10.28%	927	9.82%
2008	1016	8.17%	1117	10.56%
2009	1014	10.16%	756	10.19%
2010	1067	6.65%	1121	8.03%
2011	1152	7.90%	1465	6.96%
2012	1363	6.68%	1589	6.23%
2013	1409	7.24%	1637	5.62%
2014	1445	6.16%	2275	3.96%
2015	1485	3.77%	2249	3.78%
2016	1496	2.54%	2417	2.69%
2017	1532	2.22%	2487	2.69%
2018	1362	2.28%	2814	2.10%
2019	1118	1.34%	3004	1.80%
2020	1017	1.77%	1941	2.37%
Total	20,120	6.11%	29,298	5.64%

County #61 : Wyoming

OBD II Stations in County: 42

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	38	13.16%	53	9.43%
1999	37	8.11%	69	10.14%
2000	39	7.69%	74	12.16%
2001	60	10.00%	62	19.35%
2002	75	13.33%	107	19.63%
2003	99	8.08%	169	17.75%
2004	124	12.10%	223	16.59%
2005	163	9.82%	240	10.42%
2006	194	11.34%	280	13.93%
2007	260	13.46%	341	9.68%
2008	324	10.80%	409	10.51%
2009	337	10.98%	264	6.44%
2010	323	6.19%	445	6.97%
2011	341	6.16%	527	7.21%
2012	427	4.92%	592	7.77%
2013	384	6.77%	651	5.53%
2014	464	4.96%	892	4.37%
2015	405	4.69%	944	2.86%
2016	442	4.07%	939	2.34%
2017	409	1.71%	1091	2.11%
2018	397	1.01%	1234	1.46%
2019	304	2.63%	1355	1.77%
2020	315	0.63%	1038	2.70%
Total	5,961	6.11%	11,999	5.08%

County #62 : Yates

OBD II Stations in County: 22

Model Year	Light Duty Vehicles Volume	Light Duty Vehicles % Fail	Light Duty Trucks Volume	Light Duty Trucks % Fail
1998	35	5.71%	46	4.35%
1999	40	20.00%	44	4.55%
2000	36	5.56%	75	9.33%
2001	55	14.55%	70	10.00%
2002	78	14.10%	121	13.22%
2003	95	12.63%	143	16.08%
2004	110	12.73%	200	14.00%
2005	171	8.19%	217	15.21%
2006	188	5.85%	261	10.34%
2007	206	5.83%	274	8.03%
2008	235	8.51%	300	7.33%
2009	204	5.88%	227	11.89%
2010	272	8.09%	251	7.17%
2011	300	6.33%	407	8.85%
2012	345	4.93%	359	6.13%
2013	314	5.10%	419	4.53%
2014	346	4.62%	527	4.74%
2015	282	3.55%	550	2.91%
2016	281	2.85%	624	2.88%
2017	279	3.23%	716	3.63%
2018	249	0.40%	677	2.07%
2019	216	4.17%	742	1.35%
2020	203	0.49%	528	1.14%
Total	4,540	5.59%	7,778	5.48%

Table E-1-a-i

NYMA - Light Duty Non-Diesel Vehicles

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	1,255	908	125	13.77%	783	86.23%	130	40	30.77%	90	69.23%
1999	1,664	1,251	181	14.47%	1,070	85.53%	150	38	25.33%	112	74.67%
2000	2,394	1,770	239	13.50%	1,531	86.50%	232	79	34.05%	153	65.95%
2001	3,727	2,757	577	20.93%	2,180	79.07%	564	193	34.22%	371	65.78%
2002	4,186	3,082	552	17.91%	2,530	82.09%	571	204	35.73%	367	64.27%
2003	4,871	3,638	595	16.36%	3,043	83.64%	588	189	32.14%	399	67.86%
2004	5,400	4,113	631	15.34%	3,482	84.66%	620	213	34.35%	407	65.65%
2005	5,703	4,366	592	13.56%	3,774	86.44%	594	191	32.15%	403	67.85%
2006	6,322	4,743	668	14.08%	4,075	85.92%	664	207	31.17%	457	68.83%
2007	6,903	5,319	679	12.77%	4,640	87.23%	686	225	32.80%	461	67.20%
2008	7,032	5,384	743	13.80%	4,641	86.20%	768	252	32.81%	516	67.19%
2009	6,627	5,204	711	13.66%	4,493	86.34%	685	174	25.40%	511	74.60%
2010	6,847	5,485	672	12.25%	4,813	87.75%	652	155	23.77%	497	76.23%
2011	6,373	5,025	655	13.03%	4,370	86.97%	703	216	30.73%	487	69.27%
2012	7,168	5,781	741	12.82%	5,040	87.18%	794	236	29.72%	558	70.28%
2013	7,623	6,130	768	12.53%	5,362	87.47%	846	246	29.08%	600	70.92%
2014	6,163	4,930	583	11.83%	4,347	88.17%	662	193	29.15%	469	70.85%
2015	6,950	5,620	679	12.08%	4,941	87.92%	813	223	27.43%	590	72.57%
2016	6,763	5,279	648	12.28%	4,631	87.72%	769	193	25.10%	576	74.90%
2017	6,761	5,553	669	12.05%	4,884	87.95%	788	185	23.48%	603	76.52%
2018	6,605	5,526	652	11.80%	4,874	88.20%	847	234	27.63%	613	72.37%
2019	8,325	7,045	1,059	15.03%	5,986	84.97%	1,514	505	33.36%	1,009	66.64%
2020	6,592	5,569	837	15.03%	4,732	84.97%	1,126	347	30.82%	779	69.18%
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Total	**132,254**	**104,478**	**14,256**	**13.64%**	**90,222**	**86.36%**	**15,766**	**4,738**	**30.05%**	**11,028**	**69.95%**

Table E-1-a-ii

NYMA - Light Duty Non-Diesel Trucks

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	1,016	729	130	17.83%	599	82.17%	111	34	30.63%	77	69.37%
1999	1,403	982	185	18.84%	797	81.16%	184	56	30.43%	128	69.57%
2000	1,890	1,394	221	15.85%	1,173	84.15%	194	60	30.93%	134	69.07%
2001	3,241	2,349	477	20.31%	1,872	79.69%	468	162	34.62%	306	65.38%
2002	4,264	3,069	562	18.31%	2,507	81.69%	539	186	34.51%	353	65.49%
2003	4,997	3,659	606	16.56%	3,053	83.44%	581	189	32.53%	392	67.47%
2004	6,381	4,745	710	14.96%	4,035	85.04%	649	171	26.35%	478	73.65%
2005	6,589	4,919	746	15.17%	4,173	84.83%	673	187	27.79%	486	72.21%
2006	6,823	5,134	717	13.97%	4,417	86.03%	688	209	30.38%	479	69.62%
2007	6,917	5,214	736	14.12%	4,478	85.88%	733	237	32.33%	496	67.67%
2008	7,171	5,407	762	14.09%	4,645	85.91%	731	227	31.05%	504	68.95%
2009	4,952	3,774	552	14.63%	3,222	85.37%	524	130	24.81%	394	75.19%
2010	6,065	4,652	692	14.88%	3,960	85.12%	651	182	27.96%	469	72.04%
2011	7,081	5,499	833	15.15%	4,666	84.85%	796	231	29.02%	565	70.98%
2012	6,386	5,032	678	13.47%	4,354	86.53%	684	185	27.05%	499	72.95%
2013	6,044	4,904	625	12.74%	4,279	87.26%	685	191	27.88%	494	72.12%
2014	6,062	4,884	614	12.57%	4,270	87.43%	671	193	28.76%	478	71.24%
2015	6,831	5,635	693	12.30%	4,942	87.70%	792	196	24.75%	596	75.25%
2016	6,067	5,061	614	12.13%	4,447	87.87%	717	170	23.71%	547	76.29%
2017	6,448	5,416	624	11.52%	4,792	88.48%	748	186	24.87%	562	75.13%
2018	7,522	6,411	746	11.64%	5,665	88.36%	1,028	288	28.02%	740	71.98%
2019	10,350	8,683	1,276	14.70%	7,407	85.30%	1,735	574	33.08%	1,161	66.92%
2020	7,451	6,330	1,210	19.12%	5,120	80.88%	1,565	507	32.40%	1,058	67.60%
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Total	**131,951**	**103,882**	**15,009**	**14.45%**	**88,873**	**85.55%**	**16,147**	**4,751**	**29.42%**	**11,396**	**70.58%**

Table E-1-b-i

NYMA - Light Duty Diesel Vehicles

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	1	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
1999	1	2	0	0.00%	2	100.00%	0	0	0.00%	0	0.00%
2000	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2001	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2002	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2003	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2004	1	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2005	3	2	1	50.00%	1	50.00%	0	0	0.00%	0	0.00%
2006	1	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2007	1	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2008	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2009	1	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2010	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2011	7	3	0	0.00%	3	100.00%	0	0	0.00%	0	0.00%
2012	4	2	0	0.00%	2	100.00%	0	0	0.00%	0	0.00%
2013	6	4	2	50.00%	2	50.00%	4	2	50.00%	2	50.00%
2014	3	5	1	20.00%	4	80.00%	1	1	100.00%	0	0.00%
2015	7	4	1	25.00%	3	75.00%	0	0	0.00%	0	0.00%
2016	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2017	2	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2018	1	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2019	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2020	17	12	4	33.33%	8	66.67%	5	3	60.00%	2	40.00%
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Total	**56**	**38**	**9**	**23.68%**	**29**	**76.32%**	**10**	**6**	**60.00%**	**4**	**40.00%**

Table E-1-b-ii

NYMA - Light Duty Diesel Trucks

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
1999	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2000	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2001	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2002	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2003	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2004	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2005	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2006	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2007	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2008	1	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2009	1	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2010	3	2	1	50.00%	1	50.00%	1	0	0.00%	1	100.00%
2011	4	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2012	3	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2013	5	3	3	100.00%	0	0.00%	1	0	0.00%	1	100.00%
2014	20	9	3	33.33%	6	66.67%	2	0	0.00%	2	100.00%
2015	20	10	5	50.00%	5	50.00%	2	0	0.00%	2	100.00%
2016	29	20	9	45.00%	11	55.00%	17	10	58.82%	7	41.18%
2017	30	22	11	50.00%	11	50.00%	13	4	30.77%	9	69.23%
2018	52	33	14	42.42%	19	57.58%	15	6	40.00%	9	60.00%
2019	20	11	3	27.27%	8	72.73%	2	0	0.00%	2	100.00%
2020	7	5	2	40.00%	3	60.00%	4	2	50.00%	2	50.00%
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Total	**195**	**116**	**51**	**43.97%**	**65**	**56.03%**	**57**	**22**	**38.60%**	**35**	**61.40%**

Table E-2-a-i

Upstate - Light Duty Non-Diesel Vehicles

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	818	556	81	14.57%	475	85.43%	68	18	26.47%	50	73.53%
1999	1,211	825	125	15.15%	700	84.85%	96	25	26.04%	71	73.96%
2000	1,551	1,068	115	10.77%	953	89.23%	86	21	24.42%	65	75.58%
2001	2,711	1,873	323	17.25%	1,550	82.75%	308	100	32.47%	208	67.53%
2002	3,078	2,116	339	16.02%	1,777	83.98%	287	94	32.75%	193	67.25%
2003	3,766	2,678	365	13.63%	2,313	86.37%	337	89	26.41%	248	73.59%
2004	4,423	3,089	452	14.63%	2,637	85.37%	436	122	27.98%	314	72.02%
2005	5,677	4,056	550	13.56%	3,506	86.44%	476	141	29.62%	335	70.38%
2006	6,561	4,708	645	13.70%	4,063	86.30%	600	183	30.50%	417	69.50%
2007	7,741	5,625	743	13.21%	4,882	86.79%	660	163	24.70%	497	75.30%
2008	8,589	6,320	795	12.58%	5,525	87.42%	728	209	28.71%	519	71.29%
2009	8,268	6,279	722	11.50%	5,557	88.50%	685	198	28.91%	487	71.09%
2010	8,329	6,462	702	10.86%	5,760	89.14%	653	163	24.96%	490	75.04%
2011	8,256	6,505	717	11.02%	5,788	88.98%	677	147	21.71%	530	78.29%
2012	9,515	7,618	802	10.53%	6,816	89.47%	777	179	23.04%	598	76.96%
2013	9,063	7,316	711	9.72%	6,605	90.28%	693	179	25.83%	514	74.17%
2014	8,335	6,837	657	9.61%	6,180	90.39%	684	168	24.56%	516	75.44%
2015	7,555	6,208	580	9.34%	5,628	90.66%	571	129	22.59%	442	77.41%
2016	7,158	5,821	465	7.99%	5,356	92.01%	499	108	21.64%	391	78.36%
2017	6,250	5,312	450	8.47%	4,862	91.53%	499	137	27.45%	362	72.55%
2018	5,184	4,433	334	7.53%	4,099	92.47%	381	81	21.26%	300	78.74%
2019	5,403	4,691	457	9.74%	4,234	90.26%	604	173	28.64%	431	71.36%
2020	4,036	3,416	364	10.66%	3,052	89.34%	477	137	28.72%	340	71.28%
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Total	**133,478**	**103,812**	**11,494**	**11.07%**	**92,318**	**88.93%**	**11,282**	**2,964**	**26.27%**	**8,318**	**73.73%**

Table E-2-a-ii

Upstate - Light Duty Non-Diesel Trucks

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	1,063	673	95	14.12%	578	85.88%	77	20	25.97%	57	74.03%
1999	1,264	843	138	16.37%	705	83.63%	112	34	30.36%	78	69.64%
2000	1,583	1,046	155	14.82%	891	85.18%	106	29	27.36%	77	72.64%
2001	2,882	1,851	355	19.18%	1,496	80.82%	280	82	29.29%	198	70.71%
2002	3,479	2,269	358	15.78%	1,911	84.22%	290	74	25.52%	216	74.48%
2003	4,663	3,125	464	14.85%	2,661	85.15%	386	111	28.76%	275	71.24%
2004	6,315	4,264	621	14.56%	3,643	85.44%	505	147	29.11%	358	70.89%
2005	6,504	4,417	641	14.51%	3,776	85.49%	578	201	34.78%	377	65.22%
2006	6,608	4,650	630	13.55%	4,020	86.45%	580	166	28.62%	414	71.38%
2007	7,177	5,143	618	12.02%	4,525	87.98%	530	136	25.66%	394	74.34%
2008	8,536	6,234	767	12.30%	5,467	87.70%	705	186	26.38%	519	73.62%
2009	5,615	4,113	515	12.52%	3,598	87.48%	459	126	27.45%	333	72.55%
2010	7,058	5,378	575	10.69%	4,803	89.31%	529	129	24.39%	400	75.61%
2011	8,668	6,748	736	10.91%	6,012	89.09%	677	146	21.57%	531	78.43%
2012	8,343	6,666	736	11.04%	5,930	88.96%	716	165	23.04%	551	76.96%
2013	7,644	6,230	547	8.78%	5,683	91.22%	550	120	21.82%	430	78.18%
2014	8,624	7,159	666	9.30%	6,493	90.70%	708	168	23.73%	540	76.27%
2015	8,102	6,785	611	9.01%	6,174	90.99%	629	144	22.89%	485	77.11%
2016	7,693	6,560	494	7.53%	6,066	92.47%	525	88	16.76%	437	83.24%
2017	7,522	6,465	470	7.27%	5,995	92.73%	551	136	24.68%	415	75.32%
2018	7,668	6,657	535	8.04%	6,122	91.96%	680	185	27.21%	495	72.79%
2019	9,752	8,464	839	9.91%	7,625	90.09%	1,142	315	27.58%	827	72.42%
2020	6,535	5,673	836	14.74%	4,837	85.26%	1,003	236	23.53%	767	76.47%
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Total	**143,298**	**111,413**	**12,402**	**11.13%**	**99,011**	**88.87%**	**12,318**	**3,144**	**25.52%**	**9,174**	**74.48%**

Table E-2-b-i

Upstate - Light Duty Diesel Vehicles

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	13	9	0	0.00%	9	100.00%	0	0	0.00%	0	0.00%
1999	18	12	1	8.33%	11	91.67%	0	0	0.00%	0	0.00%
2000	15	10	2	20.00%	8	80.00%	2	1	50.00%	1	50.00%
2001	16	9	0	0.00%	9	100.00%	0	0	0.00%	0	0.00%
2002	26	18	2	11.11%	16	88.89%	3	1	33.33%	2	66.67%
2003	55	44	5	11.36%	39	88.64%	1	0	0.00%	1	100.00%
2004	32	26	4	15.38%	22	84.62%	3	1	33.33%	2	66.67%
2005	26	20	6	30.00%	14	70.00%	4	2	50.00%	2	50.00%
2006	44	30	5	16.67%	25	83.33%	6	3	50.00%	3	50.00%
2007	6	3	0	0.00%	3	100.00%	0	0	0.00%	0	0.00%
2008	8	2	0	0.00%	2	100.00%	0	0	0.00%	0	0.00%
2009	25	15	5	33.33%	10	66.67%	5	3	60.00%	2	40.00%
2010	44	25	7	28.00%	18	72.00%	3	1	33.33%	2	66.67%
2011	153	90	28	31.11%	62	68.89%	27	13	48.15%	14	51.85%
2012	195	125	31	24.80%	94	75.20%	23	12	52.17%	11	47.83%
2013	200	138	31	22.46%	107	77.54%	38	17	44.74%	21	55.26%
2014	290	184	38	20.65%	146	79.35%	37	14	37.84%	23	62.16%
2015	176	119	26	21.85%	93	78.15%	30	12	40.00%	18	60.00%
2016	17	13	5	38.46%	8	61.54%	5	2	40.00%	3	60.00%
2017	18	8	3	37.50%	5	62.50%	4	2	50.00%	2	50.00%
2018	13	11	4	36.36%	7	63.64%	2	0	0.00%	2	100.00%
2019	3	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2020	43	28	13	46.43%	15	53.57%	25	19	76.00%	6	24.00%
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Total	**1,436**	**940**	**216**	**22.98%**	**724**	**77.02%**	**218**	**103**	**47.25%**	**115**	**52.75%**

Table E-2-b-ii

Upstate - Light Duty Diesel Trucks

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
1999	2	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2000	1	1	1	100.00%	0	0.00%	0	0	0.00%	0	0.00%
2001	2	1	1	100.00%	0	0.00%	0	0	0.00%	0	0.00%
2002	2	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2003	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2004	1	2	0	0.00%	2	100.00%	0	0	0.00%	0	0.00%
2005	3	2	1	50.00%	1	50.00%	2	1	50.00%	1	50.00%
2006	6	5	2	40.00%	3	60.00%	2	1	50.00%	1	50.00%
2007	5	5	0	0.00%	5	100.00%	0	0	0.00%	0	0.00%
2008	9	5	0	0.00%	5	100.00%	0	0	0.00%	0	0.00%
2009	48	25	8	32.00%	17	68.00%	3	1	33.33%	2	66.67%
2010	53	23	7	30.43%	16	69.57%	5	2	40.00%	3	60.00%
2011	77	39	15	38.46%	24	61.54%	23	13	56.52%	10	43.48%
2012	103	62	15	24.19%	47	75.81%	14	8	57.14%	6	42.86%
2013	71	41	13	31.71%	28	68.29%	4	0	0.00%	4	100.00%
2014	229	154	47	30.52%	107	69.48%	63	34	53.97%	29	46.03%
2015	260	183	55	30.05%	128	69.95%	65	26	40.00%	39	60.00%
2016	234	144	52	36.11%	92	63.89%	54	25	46.30%	29	53.70%
2017	95	75	20	26.67%	55	73.33%	24	11	45.83%	13	54.17%
2018	168	124	51	41.13%	73	58.87%	58	23	39.66%	35	60.34%
2019	44	32	17	53.12%	15	46.88%	26	13	50.00%	13	50.00%
2020	138	100	37	37.00%	63	63.00%	43	14	32.56%	29	67.44%
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Total	**1,551**	**1,023**	**342**	**33.43%**	**681**	**66.57%**	**386**	**172**	**44.56%**	**214**	**55.44%**

Table E-3-a-i

TLC - Light Duty Non-Diesel Vehicles

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
1999	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2000	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2001	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2002	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2003	6	5	1	20.00%	4	80.00%	2	0	0.00%	2	100.00%
2004	5	3	0	0.00%	3	100.00%	2	0	0.00%	2	100.00%
2005	11	8	4	50.00%	4	50.00%	7	1	14.29%	6	85.71%
2006	5	4	1	25.00%	3	75.00%	1	0	0.00%	1	100.00%
2007	57	44	4	9.09%	40	90.91%	9	0	0.00%	9	100.00%
2008	46	36	5	13.89%	31	86.11%	14	2	14.29%	12	85.71%
2009	86	71	7	9.86%	64	90.14%	13	3	23.08%	10	76.92%
2010	155	126	11	8.73%	115	91.27%	33	2	6.06%	31	93.94%
2011	366	307	40	13.03%	267	86.97%	77	6	7.79%	71	92.21%
2012	338	288	34	11.81%	254	88.19%	76	10	13.16%	66	86.84%
2013	673	542	49	9.04%	493	90.96%	160	24	15.00%	136	85.00%
2014	1,185	1,004	70	6.97%	934	93.03%	241	35	14.52%	206	85.48%
2015	1,840	1,525	109	7.15%	1,416	92.85%	385	46	11.95%	339	88.05%
2016	1,864	1,583	96	6.06%	1,487	93.94%	352	42	11.93%	310	88.07%
2017	1,654	1,443	98	6.79%	1,345	93.21%	264	30	11.36%	234	88.64%
2018	1,181	1,001	87	8.69%	914	91.31%	221	20	9.05%	201	90.95%
2019	516	441	25	5.67%	416	94.33%	88	5	5.68%	83	94.32%
2020	280	234	13	5.56%	221	94.44%	48	3	6.25%	45	93.75%
2021	153	145	13	8.97%	132	91.03%	17	1	5.88%	16	94.12%
2022	44	38	3	7.89%	35	92.11%	3	0	0.00%	3	100.00%
2023	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
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Total	**10,465**	**8,848**	**670**	**7.57%**	**8,178**	**92.43%**	**2,013**	**230**	**11.43%**	**1,783**	**88.57%**

Table E-3-a-ii

TLC - Light Duty Non-Diesel Trucks

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
1999	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2000	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2001	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2002	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2003	1	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2004	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2005	1	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2006	2	1	0	0.00%	1	100.00%	0	0	0.00%	0	0.00%
2007	12	11	2	18.18%	9	81.82%	3	0	0.00%	3	100.00%
2008	44	39	6	15.38%	33	84.62%	12	2	16.67%	10	83.33%
2009	61	51	7	13.73%	44	86.27%	17	2	11.76%	15	88.24%
2010	106	87	11	12.64%	76	87.36%	21	2	9.52%	19	90.48%
2011	238	199	14	7.04%	185	92.96%	45	5	11.11%	40	88.89%
2012	352	296	33	11.15%	263	88.85%	84	15	17.86%	69	82.14%
2013	405	352	36	10.23%	316	89.77%	75	8	10.67%	67	89.33%
2014	866	695	80	11.51%	615	88.49%	247	30	12.15%	217	87.85%
2015	1,252	1,050	96	9.14%	954	90.86%	288	40	13.89%	248	86.11%
2016	1,815	1,503	126	8.38%	1,377	91.62%	440	54	12.27%	386	87.73%
2017	1,209	1,030	82	7.96%	948	92.04%	264	29	10.98%	235	89.02%
2018	1,713	1,491	94	6.30%	1,397	93.70%	299	32	10.70%	267	89.30%
2019	1,116	915	56	6.12%	859	93.88%	265	41	15.47%	224	84.53%
2020	868	766	47	6.14%	719	93.86%	150	13	8.67%	137	91.33%
2021	262	247	20	8.10%	227	91.90%	26	2	7.69%	24	92.31%
2022	189	182	35	19.23%	147	80.77%	45	13	28.89%	32	71.11%
2023	25	24	10	41.67%	14	58.33%	8	2	25.00%	6	75.00%
--	--	--	--	--	--	--	--	--	--	--	--
Total	**10,537**	**8,940**	**755**	**8.45%**	**8,185**	**91.55%**	**2,289**	**290**	**12.67%**	**1,999**	**87.33%**

Table E-3-b-i

TLC - Light Duty Diesel Vehicles

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
1999	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2000	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2001	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2002	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2003	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2004	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2005	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2006	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2007	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2008	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2009	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2010	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2011	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2012	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2013	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2014	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2015	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2016	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2017	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2018	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2019	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2020	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2021	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2022	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2023	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
--	--	--	--	--	--	--	--	--	--	--	--
Total	**0**	**0**	**0**	**0.00%**	**0**	**0.00%**	**0**	**0**	**0.00%**	**0**	**0.00%**

Table E-3-b-ii

TLC - Light Duty Diesel Trucks

Summary of OBD II Re-Inspection Results, CY 2022

Model Year	Initial Inspection Failures	Total First Re-Insp.	First Re-Insp. Fails	%	First Re-Insp. Passes	%	Total 2nd or Subsequent Re-Insp.	2nd or Subsequent Re-Insp. Fails	%	2nd or Subsequent Re-Insp. Passes	%
1998	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
1999	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2000	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2001	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2002	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2003	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2004	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2005	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2006	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2007	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2008	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2009	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2010	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2011	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2012	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2013	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2014	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2015	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2016	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2017	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2018	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2019	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2020	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2021	0	0	0	0.00%	0	0.00%	0	0	0.00%	0	0.00%
2022	1	1	1	100.00%	0	0.00%	1	0	0.00%	1	100.00%
2023	5	4	3	75.00%	1	25.00%	5	2	40.00%	3	60.00%
--	--	--	--	--	--	--	--	--	--	--	--
Total	**6**	**5**	**4**	**80.00%**	**1**	**20.00%**	**6**	**2**	**33.33%**	**4**	**66.67%**

APPENDIX F
Procedure to Sort the DMV Registration File and Matching of Emissions Inspections - I/M Program Evaluation (Calendar Year 2022)

[Steps 1-10 below completed by DEC/DMV]

1. Obtain a statewide registration database from the NYS DMV (March 8, 2023).
2. Delete registration records associated with "duplicate" VINs to ensure only unique VINs.
3. Delete test records (VINs containing the text "DMVTEST").
4. Delete registration records for vehicles exempt from emissions testing based on registration type code (see Appendix G).
5. Delete registration records with registration codes 77 and 88 (state or political subdivisions).
6. Delete registration records for those vehicles with a VIN containing less than 17 digits.
7. Delete registration records for those vehicles registered as diesels >8500 lbs (registered weight), electric, "Other," and blank fuel types.
8. Delete registration records for vehicles affected by age-based exemptions. For purposes of this evaluation, remove from consideration the 3 newest model years using the calendar year of the registration query (given the March 2023 registration run, ignore all 2021, 2022, and 2023 model year vehicle registrations). Also remove from consideration those registration records for vehicles of model year ≥25 years old (given the March 2023 registration query, ignore vehicles with a model year of 1997 and older).
9. Delete the registration records for vehicles with a registered weight (actually seating capacity) from '11' to '100,' inclusive. This will remove buses with a seating capacity greater than 11 that are inspected by the NYSDOT.
10. Remove the registration records for exempt vehicles with a registered weight over 18,000 lbs.
11. Sort the remaining registration records into two tables, Upstate (53 counties) and NYMA (9 counties) using the registration "county code." These tables represent vehicles (unique VINs) potentially subject to NYVIP2 OBDII or low enhanced emissions testing based on registration data.

[Steps 12-15 below completed by Opus Inspection]

12. Using the lists of subject VINs, identify any safety-only inspection completed between January 1, 2022 to March 8, 2023 with a vehicle weight code change of '4' recorded in the NYVIP2 database. Revise the provided text files (NYMA, Upstate) to include a new column ("safety WC4"), and where applicable, include a 'Y' in this field. Ignore these unique VINs from the remaining screening and from a final list of registered VINs subject to emission testing.

13. Using the remaining unique VINs from the Upstate and NYMA registration tables, search the statewide NYVIP2 inspection database for the period of January 1, 2022 to March 8, 2023 to initially "find" any passing (OBD, low enhanced) inspections. The search should consider initial and re-inspections with a pass ('P') reported within the "Initial Emission Inspection Results" field. Include a new column ("Passing") in the provided text files (NYMA, Upstate), and where applicable, include a 'Y' in this field.
14. Using the remaining unique VINs from the Upstate and NYMA registration tables, search the statewide NYVIP2 inspection database for the period of January 1, 2022 to March 8, 2023 to "find" any waivered OBD inspections. The search should consider re-inspections with a 'Y' reported in the "Emission_Waiver_Ind" field. Include a new column ("Waivered") in the provided text files (NYMA, Upstate) and, where applicable, include a 'Y' in these field.
15. By model year and I/M area, tabulate and graph the number of identified emissions tested inspections (Passing and Waivered from Steps #13 and #14) vs. registration estimates (Step #11 minus the VINs identified in Step #12). Use the vehicle MY and I/M area from the DMV registration file when completing Graphs 6 and 7.

APPENDIX G
REGISTRATION TYPE CODES

	NYVIP2 Exempt		HDDV 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 H

Procedure for Counting Vehicles with Unknown Final Outcome (Due to Emissions Failures)[1]

1. For the period of January 1, 2022 to December 31, 2022, query the NYVIP2 inspection database for the most recent inspection for each VIN. This is completed by using the MAX() SQL function on KeyDateMMDDYYY (inspection date) while selecting only DMV_VIN_NUM and KeyDateMMDDYYY fields and grouping by DMV_VIN_NUM.

2. Perform an inner join on DMV_VIN_NUM and KeyDateMMDDYYY to return all fields in the dataset.

3. Filter the dataset to only OBDII and low enhanced inspections with failing final outcomes (OverallResultCode = 'F' AND INSP_TEST_TYPE in ('B', 'L')). Results are first filtered by OverallResultCode to exclude inspections that received repair expenditure waivers.

4. Subset this dataset to failed OBDII checks (OBD_CHECK_RESULT = 'F'). Subset this further into the three "regions", excluding T&LC from the NYMA subset as follows:

   NYMA: NYMA_IND = '1' AND DMV_FACILITY_NUM <> '7098060'
   Upstate: NYMA_IND = '2'
   T&LC: DMV_FACILITY_NUM = '7098060'

5. Subset the dataset from step 3 for Low Enhanced emissions failures (EMM_CNTRL_DEV_CHECK = 'F' AND GAS_CAP_RESULT = 'F'). Further subset these results into NYMA and T&LC as in step 4 (Low Enhanced does not apply to T&LC).

6. Perform an additional query on the resulting VINs for each of the five subsets generated above to see if any received a passing emissions test (as queried in steps 4 and 5) or a repair expenditure waiver (OverallResultCode = 'W') between January 1, 2023 and March 31, 2023. Subtract the count of unique VINs in this query from the Unknown Final Outcome total for each respective group. This additional search is to account for failing emission inspections completed during the latter part of Calendar Year 2022[2].

7. The results of this procedure are reported by I/M area and by emissions test type (OBDII, Low Enhanced) within Table II.B.2 (NYVIP2 Summary Report). This procedure utilizes the I/M area reported within the 'last' inspection record (i.e., not the DMV registration file).

[1] This procedure was updated in 2021 to utilize a more robust querying methodology.

[2] Note that one or more passing emissions inspections prior to the last inspection for a specific vehicle in the reporting year may exist. This procedure does not account for these passing inspections. For example, consider an older vehicle that passes the NYVIP OBDII inspection in March of the reporting year that was privately sold, then later fails the OBDII inspection in December of the reporting year. 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 but passed an inspection during the reporting year.

APPENDIX I

STICKER COMPLIANCE SURVEY

Statewide, Calendar Years 2010 - 2022

Year	Vehicles surveyed per quarter				Total	No Sticker				Improper Sticker				Sticker Expired 30 days or Less				Sticker Expired 31 - 60 Days				Sticker Expired Over 60 Days				Total	Percent of Non-Compliance			
	1	2	3	4	Vehicle	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	Non-Compliant	1St Qtr	2nd Qtr	3rd Qtr	4th Qtr
2010	2536	2536	2536	2536	10144	4	2	5	3	2	6	1	3	23	48	43	49	14	11	16	13	13	24	15	22		2.21%	3.59%	3.15%	3.55%
Totals							14				12				163				54				74			**317**		**3.13%**		
2011	2536	2536	2536	2536	10144	1	8	5	5	1	0	0	2	22	38	42	38	19	9	10	18	21	17	22	36		2.52%	2.84%	3.12%	3.90%
Totals							19				3				140				56				96			**314**		**3.10%**		
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%**		
2014	2536	2536	2536	2536	10144	4	5	3	3	5	5	1	2	37	36	40	34	28	13	12	22	13	23	26	33		3.43%	3.23%	3.23%	3.71%
Totals							15				13				147				75				95			**345**		**3.40%**		
2015	2536	2536	2536	2536	10144	3	3	1	3	0	0	1	0	32	39	34	32	21	30	23	20	28	22	21	25		3.31%	3.71%	3.15%	3.15%
Totals							10				1				137				94				96			**338**		**3.33%**		
2016	2536	2536	2536	2536	10144	8	3	7	8	1	3	3	3	33	41	43	42	13	14	15	18	17	19	28	26		2.84%	3.15%	3.79%	3.82%
Totals							26				10				159				60				90			**345**		**3.40%**		
2017	2536	2536	2536	2536	10144	5	4	4	2	0	0	3	2	25	35	33	30	17	18	17	16	25	18	28	19		2.84%	2.96%	3.35%	2.72%
Totals							15				5				123				68				90			**301**		**2.97%**		
2018	2536	2536	2536	2536	10144	5	10	5	7	5	2	1	1	29	48	48	35	14	13	18	21	37	22	34	46		3.55%	3.75%	4.18%	4.34%
Totals							27				9				160				66				139			**401**		**3.95%**		
2019	2536	2536	2536	2536	10144	11	8	14	8	2	4	1	0	40	30	26	34	25	17	13	14	17	29	26	28		3.75%	3.47%	3.15%	3.31%
Totals							41				7				130				69				100			**347**		**3.42%**		
2020	2308	0	0	0	2308	11	0	0	0	0	0	0	0	38	0	0	0	10	0	0	0	30	0	0	0		3.86%	NA	NA	NA
Totals	COVID	COVID	COVID	COVID			11				0				38				10				30			**89**		**3.86%**		
2021	2536	2536	2536	2536	10144	24	19	14	26	0	0	2	6	28	23	35	53	19	9	22	28	44	36	48	68		4.53%	3.43%	4.77%	7.14%
Totals							83				8				139				78				196			**504**		**4.97%**		
2022	2536	2536	2536	2536	10144	14	24	23	12	3	1	3	0	28	29	34	32	18	15	26	18	47	45	52	48		4.34%	4.50%	5.44%	4.34%
Totals							73				7				123				77				192			**472**		**4.65%**		

Appendix J

Procedure for Validating Vehicle Type for Annual Reporting

1. If the Data One Vehicle Type = Car or P, then Vehicle Type = LDV
2. If the Data One Vehicle Type = Truck, SUV, VAN, Motor Home, Straight Truck, Cab Over Truck, Bus, or Semi-Trailer Truck and Data One GVWR 0< x <8,501, then Vehicle Type = LDT
3. If the Data One Vehicle Type = Truck, SUV, VAN, Motor Home, Straight Truck, Cab Over Truck, Bus, or Semi-Trailer Truck and Data One GVWR >8,500, then Vehicle Type = HDV
4. If the Data One Vehicle Type = Truck, SUV, VAN, Motor Home, Straight Truck, Cab Over Truck, Bus, or Semi-Trailer Truck; Data One GVWR is blank or 0; and DMV Weight Change = 1, or DMV Weight = 1/DMV Weight Change is blank, then Vehicle Type = LDT
5. If the Data One Vehicle Type = Truck, SUV, VAN, Motor Home, Straight Truck, Cab Over Truck, Bus, or Semi-Trailer Truck; Data One GVWR is blank or 0; and DMV Weight Change 2-4, or DMV Weight 2-4/DMV Weight Change is blank, then Vehicle Type = HDV
6. If the Data One Vehicle Type is blank; DMV_REG_CLASS = VPL, SPC, FAR, OMS, OMF, IRP, HAC, AGR, RGC, CSP, ORC, COM, CHC, TRC, TOW, or THC; DMV Weight Change = 1, or DMV Weight = 1/DMV Weight Change is blank, then Vehicle Type = LDT
7. If the Data One Vehicle Type is blank; DMV_REG_CLASS = VPL, SPC, FAR, OMS, OMF, IRP, HAC, AGR, RGC, CSP, ORC, COM, CHC, TRC, TOW, or THC; DMV Weight Change > 1, or DMV Weight > 1/DMV Weight Change is blank, then Vehicle Type = HDV
8. If the Data One Vehicle Type is blank; DMV_REG_CLASS is **not** VPL, SPC, FAR, OMS, OMF, IRP, HAC, AGR, RGC, CSP, ORC, COM, CHC, TRC, TOW, or THC ; and DMV Weight Change < 2, or DMV Weight < 2/DMV Weight Change is blank, then Vehicle Type = LDV
9. If the Data One Vehicle Type is blank; DMV_REG_CLASS is **not** VPL, SPC, FAR, OMS, OMF, IRP, HAC, AGR, RGC, CSP, ORC, COM, CHC, TRC, TOW, or THC ; and DMV Weight Change > 1, or DMV Weight > 1/DMV Weight Change is blank, then Vehicle Type = HDV
10. If the Data One Vehicle Type is blank; DMV_REG_CLASS is blank; and DMV Weight Change = 0, or DMV Weight = 0/DMV Weight Change is blank, then Vehicle Type = LDV
11. If the Data One Vehicle Type is blank; DMV_REG_CLASS is blank; DMV Weight Change = 1, or DMV Weight = 1/DMV Weight Change is blank, then Vehicle Type = LDV
12. If the Data One Vehicle Type is blank; DMV_REG_CLASS is blank; and DMV Weight Change >1, or DMV Weight >1/DMV Weight Change is blank, then Vehicle Type = HDV

Appendix K
NYVIP2 Station Messages, Calendar Year 2022

NYVIP MESSAGE No. 272
DATE: 01/11/2022

TO: ALL INSPECTION STATIONS

FROM: NYS DEPARTMENT OF MOTOR VEHICLES

SUBJECT: ZERO EMISSION VEHICLE (ZEV) AND HYBRID ELECTRIC VEHICLE (HEV) INSPECTION PROCEDURES (REMINDER)

A public inspection station has an obligation to accept all vehicles it is licensed to inspect. You cannot refuse to inspect a zero emission vehicle (ZEV) or a hybrid electric vehicle(HEV).

The computerized vehicle inspection system (CVIS) will prompt you to perform the proper inspection after the vehicle identification number (VIN) is entered. A zero emission vehicle (ZEV) will be subject to a safety inspection; a hybrid electric vehicle (HEV) will be subject to a safety/emissions inspection (depending on the year of the vehicle).

A zero emission vehicle (ZEV) does not have an internal combustion engine (ICE), produces no tailpipe emissions, and is not subject to an emissions inspection; examples of a ZEV include battery electric vehicles and fuel cell vehicles.

A hybrid electric vehicle (HEV) has an internal combustion engine (ICE), produces tailpipe emissions while the ICE is running, and is subject to an emissions inspection; examples of a HEV include nonplug-in hybrid electric vehicles and plug-in hybrid electric vehicles.

If you have any questions about inspection procedures, you may contact the Technical Services Bureau by telephone at (518) 474-5282 (select option #4).

Please share this information with appropriate staff. Thank you.

NYVIP2 MESSAGE No. 273
DATE: 1/19/2022

TO: ALL INSPECTION STATIONS
FROM: NYS DMV

SUBJECT: RETURNING 2022 INSPECTION CERTIFICATES
****PRINT THIS MESSAGE AND DELIVER IT TO THE PERSON WHO MAINTAINS THE INSPECTION CERTIFICATE INVENTORY****

Per Commissioner's Regulation Part 79.10 (c), "every inspection station owner must return to the department all unused inspection certificates from the previous year" and that "refunds or credits will be allowed for such unused or defective certificates of inspection upon receipt..."

As such, if you have any inspection stickers with a 2022 expiration date, regulation requires that you return them by March 1st, 2022.

No credit or refunds for 2022 stickers will be given after December 31, 2022.

Please return the unused stickers in a secure and durable shipping container (e.g., a cardboard box or reinforced envelope).

Do not place a new sticker order or requisition in the shipping container with your sticker returns. This will delay your new sticker order.

Include a completed "Inspection Certificate Return Form" provided with this message. You may use more than one form if necessary. This form also provides the mailing address options for your returns. Completed Inspection Certificate Return Forms must be included with your sticker returns to DMV.

Once the returns are logged into our system, a Credit Letter will be sent to the Facility. Upon receipt of your credit letter, verify the return sticker numbers indicated and the amount. If any discrepancies are found, please contact us immediately.

Questions regarding this procedure can be directed to DMV at 518-474-2398.

Questions regarding sticker credits should be directed to DMV Accounting at 518-474-5913

NYVIP MESSAGE No. 274
DATE: 3/2/2022

TO: ALL EMISSIONS INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: 2nd REMINDER: IMPLEMENTATION OF NEW NYVIP3 CONTRACT

PLEASE BRING THIS MESSAGE TO THE ATTENTION OF THE STATION OWNER AND/OR MANAGER

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

As previously advised in NYVIP Message #269 sent October 15, 2021 and NYVIP Message #271 sent 12/21/2021, the new program (NYVIP3) will launch on December 1, 2022. Beginning December 1, 2022, Opus Inspection, Inc. (Opus) will be the program manager for NYVIP3.

The new program will require that all inspection stations purchase a new computerized vehicle inspection system (CVIS). Most components of NYVIP3 station equipment and operations will remain familiar to all existing stations that utilize the current NYVIP2 equipment.

Further, NYVIP3 equipment and software will include upgrades that will allow both inspection stations and DMV to better serve customers. New features include, but are not limited to:

Print-on-demand inspection sticker printing
Elimination of paper recording for all inspection types
Integrated opacity inspection equipment for NYMA-registered Medium to Heavy Duty Diesel vehicles
Enhanced online Certified Inspector training and certification including online renewals
Improved OBD scan tool capability and station network communication
Improved station assistance with problem vehicles during emission inspection
CVIS web camera for added security
The purchase price of a new initial NYVIP3 CVIS unit is as follows:

Level 2

OBD & Safety CVIS

$1,695

Level 3

Integrated Opacity & Safety CVIS

$4,695

Level 4

OBD, Integrated Opacity & Safety CVIS

$4,995

In addition, Opus will offer a lease option. Under this option, payment is required in equal monthly installments for the life of the contract at the following rates:

Level 2

OBD & Safety CVIS

$45.00

Level 3

Integrated Opacity & Safety CVIS

$90.00

Level 4

OBD, Integrated Opacity & Safety CVIS

$98.00

Below are frequently asked questions (FAQ's) that will help you better understand any changes. 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.

1. What is NYVIP3?

NYVIP3 is the vehicle inspection program that will replace the current vehicle emissions inspection program known as NYVIP2 (New York Vehicle Inspection Program 2). 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 NYVIP2, the NYVIP3 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 NYVIP3 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 NYVIP3 program and allow for improvements in the operating platform for future changes to the program.

3. What costs are associated with the NYVIP3 program?

a) Initial CVIS unit: the new program will require that inspection stations purchase a new computerized vehicle inspection system (CVIS). The purchase price of a new initial NYVIP3 CVIS unit is as follows:

Level 2

OBD & Safety CVIS

$1,695

Level 3

Integrated Opacity & Safety CVIS

$4,695

Level 4

OBD, Integrated Opacity & Safety CVIS

$4,995

In addition, Opus will offer an equipment operating lease option. Under this option, payment is required in equal monthly installments for the life of the contract at the following rates:

Level 2

OBD & Safety CVIS

$45.00

Level 3

Integrated Opacity & Safety CVIS

$90.00

Level 4

OBD, Integrated Opacity & Safety CVIS

$98.00

b) Transaction fees: Stations will continue to pay the Contractor for each inspection conducted. Opus will continue to charge one transaction fee, per inspection, of $0.436 cents. This transaction fee remains unchanged from NYVIP2.

c) CVIS communication connection: Inspection stations must provide a NYVIP3 CVIS broadband communications connection and are responsible for any related charges.

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. Stations must have the NYVIP3 equipment operational in order to continue to perform inspections after the official start date.

5. What equipment does the base NYVIP3 CVIS include?

PC – Workstation
Windows 10 Operating System
CVIS NYVIP3 Software and Virus Protection
19” monitor
Barcode Scanner
OBDII interface (data acquisition device)
Laser Printer (VIR, station reports, etc.)
Thermal Sticker Printer
Web Camera

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, NYVIP2 equipment CANNOT be used in connection with the NYVIP3 program.

The current (CVIS) NYVIP2 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.

7. Does the new equipment include a warranty?

Yes. The NYVIP3 equipment is covered under warranty against defects and failures due to normal wear and tear for the duration 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 NYVIP3 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 NYVIP3 unit will offer Computer Based Training (CBT) to instruct inspectors how to use it.

9. How do I set up the equipment?

The NYVIP3 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. Opus field service representatives will be available for an onsite visit, if necessary.

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

Yes, like the NYVIP2 agreement, if you want to participate in this program, you will be required to enter into a station participation agreement with Opus. This agreement will be posted on Opus’ NYVIP.org website when it becomes available.

11. What type of vehicles can I inspect in the NYVIP3 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 NYVIP3?

The NYVIP3 CVIS will only support broadband (wired and/or wireless) communication connections, including cellular and satellite broadband connections. Dial-up phone line connections will no longer be supported. Inspection stations will be responsible for any related broadband connection charges.

14. What optional equipment or upgrades may be available?

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

Professional Cabinet
Wi-Fi Communication Card for in-station wireless LAN
Wireless OBD scan tool
Wireless Barcode Scanner
Bluetooth Wireless Headset for hands-free safety inspection
OBD Verification Tester embedded in OBD scan tool (no charge)
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 NYVIP3?

Print-on-demand inspection sticker printing
Elimination of paper recording for all inspection types
Integrated opacity inspection equipment for NYMA registered Medium to Heavy Duty Diesel vehicles
Enhanced online Certified Inspector training and certification including online renewals
Improved OBD scan tool capability and station network communication.
Improved station assistance with problem vehicles during emission inspection
CVIS web camera for added security

16. How long is the NYVIP3 contract with Opus?

The Contract with Opus Inspection will become effective on 12/1/2022 and will continue for a period of seven (7) years, and includes a renewal option for up to two (2) additional years.

17. Can I purchase or lease more than one NYVIP3 workstation?

Yes. However, additional CVIS units are priced differently than initial units. The total cost of one additional CVIS unit is as follows:

Level 1

Safety Only CVIS

$4,695

Level 2

OBD & Safety CVIS

$5,495

Level 3

Integrated Opacity & Safety CVIS

$8,995

Level 4

OBD, Integrated Opacity & Safety CVIS

$9,495

Monthly lease payments are as follows:

Level 1

Safety Only CVIS

$125.00

Level 2

OBD & Safety CVIS

$145.00

Level 3

Integrated Opacity & Safety CVIS

$240.00

Level 4

OBD, Integrated Opacity & Safety CVIS

$250.00

18. Will there be a change in inspection fees?

Inspection fees, which are set in regulation, and sticker fees, which are set in law, are not affected by this contract.

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

DMV will follow up this communication with further information as it becomes available. Please be on the lookout for future NYVIP3 updates. For further information, email Opus Inspection at NYVIP3Info@Opusinspection.com. Please include your name, phone number, email address, and facility number with your question(s). Or call the office of Clean Air at (518) 473-0597 select Option #4.

NYVIP2 Message No. 275
DATE: 3/15/2022

TO: ALL INSPECTION STATIONS FROM: OPUS INSPECTION INC

SUBJECT: NYVIP2 SOFTWARE UPDATE – VERSION 21.12.01

PLEASE BRING THIS MESSAGE TO THE ATTENTION OF THE STATION OWNER AND/OR MANAGER

A NYVIP2 software update to version 21.12.01 will be rolled out to all Emissions Inspection Stations. You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

This software update includes important fixes to the operation of the inspection equipment and overall system enhancements.

You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

If your CVIS communicates using a broadband connection, you will receive the update anytime it is powered on. Once the update is received, a message will display on your system stating: “A software update has been downloaded and is ready to install on this unit. Estimated time to complete the update process is less than 5 minutes. Proceed with update?”

You must select YES to install the update on your analyzer.

UPDATE INSTRUCTIONS FOR DIAL-UP STATIONS

Broadband internet connections are preferred, however if your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer communicates over a dial-up connection, this software update will require a manual installation. You will be contacted by your area Field Service Representative to schedule an on-site visit to install the update.

NYVIP2 MESSAGE No. 276
TO: ALL INSPECTION STATIONS

FROM: OPUS INSPECTION

SUBJECT: NYVIP2 SOFTWARE VERSION LOCKOUT WEDNESDAY 5/11/2022

PLEASE BRING THIS MESSAGE TO THE ATTENTION OF THE STATION OWNER AND/OR MANAGER

You need to take immediate action! On March 15, 2022, stations received NYVIP2 Message #275 which announced the rollout of NYVIP2 software version 21.12.01.

Please be sure that your NYVIP2 software is current and updated as required with version 21.12.01. The version number is displayed in the upper right-hand corner of the NYVIP2 screen.

Stations not updated to 21.12.01 software will be locked out on Wednesday 5/11/2022.

A lockout will interrupt your ability to inspect vehicles until you successfully update to software version 21.12.01.

This software release includes important system and operational requirement updates.

PLEASE NOTE:
When presented with the question “Has this vehicle been altered to increase seating capacity?”

Answer: N (o) unless the vehicle has been “altered.”

A vehicle is “altered” if it has been stretched or widened to increase passenger capacity.

If you need assistance installing the update, or you haven’t received the update, contact the Opus Inspection Help Desk at 1-866-623-8378 (1-866-OBD-TEST).

NYVIP2 Messages can be viewed at WWW.NYVIP.ORG under “Program News” on the Home Page. Or from your stations NYVIP2 Computerized Vehicle Inspection System (CVIS) by going to the Main Menu – Utilities Menu – Documents and Information – View Bulletins/Messages - Log-in with your inspector’s ID card to scroll through all NYVIP2 messages by clicking the drop-down arrow under “Message Center.

NYVIP2 MESSAGE No. 277
DATE: 05/23/2022

TO: ALL INSPECTION STATIONS

FROM: NYS DEPARTMENT OF MOTOR VEHICLES

SUBJECT: REMINDER: CHAPTER 527 OF THE LAWS OF 2021 (“SLEEP Act”)

PLEASE BRING THIS MESSAGE TO THE ATTENTION OF THE STATION OWNER, MANAGER AND ALL CERTIFIED INSPECTORS.

Chapter 527 of the Laws of 2021 (“SLEEP Act”) made certain amendments to Vehicle and Traffic Law regarding exhaust equipment violations and penalties. However, motor vehicle inspections were not impacted in any way.

***** There have been no changes to any motor vehicle inspection procedures. *****

You can view the Motor Vehicle Inspection Regulations handbook on the NYVIP unit by selecting “Utilities Menu”, “Documents and Information”, “View/Print Documents”, then “NY Motor Vehicle Regulations”.

NYVIP2 Message No. 278
DATE: 05/26/2022

TO: ALL EMISSIONS INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: IMPLEMENTATION OF NYVIP3 + EQUIPMENT ORDERING

PLEASE BRING THIS MESSAGE TO THE ATTENTION OF THE STATION OWNER AND/OR MANAGER

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

As previously advised, NYVIP3 will require all inspection stations to purchase a new computerized vehicle inspection system (CVIS). As such, you must proceed to WWW.NYVIP3.COM to register and complete your equipment order with Opus Inspection, Inc. (Opus).

To order your NYVIP3 equipment, the following information will be required:

1) Facility license number
2) Facility contact information
3) Owner or manager contact information
4) Payment method information

Due to verified equipment supply chain shortages, Opus has requested a modified implementation timeline for NYVIP3; as such, hardware shipments must be prioritized:

• Opus will prioritize orders from official diesel emissions (opacity) inspection stations and stations not currently conducting inspections on the NYVIP network. Two important deadlines are outlined below, please plan accordingly:

o July 2022: Opus expects to begin fulfilling these orders.

o November 1, 2022: Official diesel emissions (opacity) inspection stations and stations not currently conducting electronic inspections are expected to have ordered and secured NYVIP3 equipment.

• All other stations currently conducting inspections with a CVIS – excluding official diesel emissions (opacity) inspection stations as noted above – are expected to begin receiving their orders by Q2 2023.

o This group of stations have the option of placing an order immediately, or closer to their targeted delivery date.

o Placing an order and submitting a completed NYVIP3 Station Participation Agreement to Opus will ensure compliance and uninterrupted service with current NYVIP2 equipment.

For further information, email Opus Inspection at NYVIP3Info@Opusinspection.com. Please include your name, phone number, email address, and facility number with your question(s), or call the DMV Office of Clean Air at (518) 473-0597 and select Option #4.

DMV and Opus will follow up this communication with further information as it becomes available. Please be on the lookout for future NYVIP3 updates.

NYVIP MESSAGE No. 279
DATE: NOVEMBER 21, 2022

TO: ALL INSPECTION STATIONS

FROM: NYS DEPARTMENT OF MOTOR VEHICLES

SUBJECT: 2024 STICKER ORDERING and NYVIP3 UPDATE

**PLEASE PRINT A COPY OF THIS MESSAGE AND DELIVER IT TO THE STATION OWNER AND/OR MANAGER. **

Inspection stickers with an expiration year of 2024 are now available to order.

HOW TO ORDER STICKERS:

To order stickers on the NYS DMV website go to

http://dmv.ny.gov/sticker/default.html

Consistent with normal practice, it is each inspection station's responsibility to order next year's stickers promptly so that you have proper supply on hand by January 1, 2023. Sticker orders are processed in the order received. Please allow 3-4 weeks for processing.

The last day 2023 expiring sticker orders will be processed by DMV is December 22, 2022. Please submit your 2023 expiring sticker orders prior to this date.

Please note: these stickers will not be compatible with the NYVIP3 program. Any remaining stickers can be returned for credit once you begin using your NYVIP3 equipment. Please see below for additional information on NYVIP3.

If you have questions regarding your sticker order, please contact Sticker Issuance at (518) 474-2398.

NYVIP3 Update

Initial phase one beta testing is currently underway. (As a reminder, phase one stations include official diesel (opacity) inspection stations and those that haven't utilized NYVIP in the past (safety only).)

Production beta testing utilizing the new print on demand inspection sticker is scheduled to begin mid-December with full phase one rollout scheduled for mid-January.

Phase two beta testing is also underway. (As a reminder, phase two stations will include all those that currently conduct inspections with a NYVIP2 computerized vehicle inspection system (CVIS).)

Phase two equipment orders must be submitted ASAP and shipping will begin this spring. Further information about phase two will be shared in early 2023.

Any station (phase one or two) that has not yet ordered equipment must proceed to WWW.NYVIP3.COM to register and complete your order with Opus Inspection Inc. as soon as possible. If you do not register and place an equipment order, you will be unable to meet the requirements to maintain a New York State vehicle inspection station license.

NYVIP MESSAGE No. 280
DATE: 12/20/2022

TO: ALL INSPECTION STATIONS

FROM: NEW YORK STATE DMV

SUBJECT: Inspection Station Altered Vehicle (Stretch Limo) Reminder

PLEASE BRING THIS MESSAGE TO THE ATTENTION OF THE STATION OWNER AND/OR MANAGER

This is an important reminder of updates to NYS law for licensed inspection stations as it relates to altered vehicles (stretch limousines). You must report all altered vehicles (stretch limousines) that are presented for inspection at your facility to DMV, regardless of whether an inspection is conducted (Vehicle and Traffic Law 308-a). Inspection stations can report using NYVIP2, or by submitting form VS-1074SL.

A vehicle is “altered” if it has been stretched or widened to increase seating capacity.

Transportation Law now requires registrants to obtain a DOT exemption letter for altered vehicles with a seating capacity of 9 or more persons (including driver) as of February 3, 2021, in order for such vehicles to be inspected at a DMV licensed inspection station. If an altered vehicle does not have an exemption letter from DOT, Transportation Law requires vehicles to be inspected by NYSDOT semi-annually (Transportation Law 151). Without an exemption letter, the vehicle cannot be inspected by a DMV licensed facility.

Reject Inspection:

I. An altered vehicle that DOES NOT have a Federal Alterer’s Safety Certificate affixed to the vehicle (normally found on the door jamb) must be REJECTED and must be reported to DMV.

II. An altered vehicle that seats 9 or more persons (including driver) and whose operator does not possess a NYS Department of Transportation (NYSDOT) exemption letter must be REJECTED and must be reported to DMV.

Inspection Allowed:

I. An altered vehicle that seats less than 9 persons (including driver) and has a Federal Alterer’s Safety Certificate affixed to the vehicle can be inspected.

II. An altered vehicle that seats 9 or more persons (including driver) and has a Federal Alterer’s Safety Certificate affixed to the vehicle can be inspected only if a NYSDOT exemption letter is presented.

If you have any questions regarding this reporting requirement, please call the DMV Office of Clean Air at (518) 473-0597 and select option #4.

Important Note: Inspection Stations not using a NYVIP2 CVIS will need to use the attached VS-1074SL form for all altered vehicles (stretch limousines) and submit to DMV. The VS-1074SL form can also be downloaded from the WWW.NYVIP.ORG website under the “Forms and Downloads” tab.