



**NEW YORK**  
STATE OF  
OPPORTUNITY™

**Department of  
Environmental  
Conservation**

# **NEW YORK STATE PROGRAM EVALUATION REPORT**

**Enhanced Inspection/Maintenance (I/M) Program:  
NYVIP2**

Period of June 30, 2018 – June 30, 2020

**DIVISION OF AIR RESOURCES**  
New York State Department of Environmental Conservation  
625 Broadway, Albany NY 12233



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**New York State Enhanced Inspection/Maintenance Programs  
Program Evaluation Report for the Period of 06/30/2018 - 06/30/2020**

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## A. EXECUTIVE SUMMARY

Biennial long-term program evaluations are required for enhanced Inspection/Maintenance (I/M) programs under 40 CFR Part 51.353(c)(1) of the federal I/M regulation. Program evaluation provides a mechanism for I/M jurisdictions to evaluate the effectiveness of their programs, and if appropriate, to make enhancements to operating programs. The New York State Department of Environmental Conservation (DEC) has submitted eleven biennial program evaluations to the United States Environmental Protection Agency (EPA), as dated January 2001, November 2002, October 2004, February 2007, March 2009, October 2010, October 2012, January 2015, November 2016, November 2018 and May 2021. This document retains the reporting format used for the past submissions.

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

The New York Vehicle Inspection Program (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. This report also details the overall progression of New York's enhanced I/M programs.

The following components have contributed to the effectiveness of the NYVIP2 program:

1. New York State requires mandatory, statewide (62 counties) emissions inspections on an annual frequency and upon change of ownership. NYMA complies with the high enhanced performance standard defined under 40 CFR, Subpart S, §51.351(f). The 53-county Upstate I/M Area complies with the Ozone Transport Region (OTR) low enhanced I/M performance standard defined under §51.351(h);
2. Through the combination of sticker and registration-based denial enforcement (RBE), New York's motorist compliance rate exceeds the minimum performance standard requirements for enhanced I/M programs;
3. Since May 2005, mandatory on-board diagnostic (OBD II) inspections have been required statewide. New York's OBD II emissions inspection was developed in accordance with EPA's final OBD implementation guidance and 40 CFR Parts 51 and 86. New York outlined the components of the OBD II-based NYVIP program within its March 2006 and July 2009 State Implementation Plan (SIP) revisions. These SIP revisions have been approved by EPA with final approval of the 2009 Revision being published in the *Federal Register* on February 28, 2012;
4. The New York State Department of Motor Vehicles (DMV) completed sticker compliance and program (enforcement) audits to ensure that New York's I/M programs maximize emission reductions. Several enforcement investigations involving DMV, DEC, and other governmental agencies were completed after the reporting period; and
5. Since December 2003, the New York City Taxi and Limousine Commission (TLC) has operated a centralized, test-only OBD II inspection facility in Queens (Woodside). Applicable yellow medallion taxicabs and for-hire livery vehicles (FHV's) are required to receive safety/emissions inspections three times a year. All the yellow medallion taxicab inspections were completed at the Woodside facility until 2018. For 2019 and 2020, the yellow medallion taxicab fleet was permitted to have their first safety/emissions inspection of the year conducted at other certified NYVIP2 inspection facilities.

## B. BACKGROUND

EPA revised the federal I/M regulation to include OBD emissions inspections in 2001. This regulatory change occurred during the former New York Transient Emission Short Test (NYTEST) I/M program. As an interim measure, optional OBD testing was offered in NYMA from April 2004 to May 2005 by two NYTEST equipment providers. Beginning in May 2005, mandatory OBD testing was required statewide with the implementation of NYVIP, and the optional NYTEST OBD program was discontinued.

Since the end of the NYTEST program on January 1, 2011, New York State has continued to meet the federal I/M requirements and its clean air obligations through the statewide NYVIP/NYVIP2 programs. These programs require both OBD II and low enhanced emissions inspections for applicable vehicles. The original NYVIP program ended on January 15, 2014. All OBD II and low enhanced emission inspections are now completed through the statewide NYVIP2.

Effective July 13, 2011, revisions to NYCRR Title 15 Section 79.7 were adopted to allow the Commissioner of Motor Vehicles to limit the number of new official emission inspection stations licensed within New York State. If the maximum number of inspection stations is reached in any county, DMV will place subsequent inspection station applications on a waiting list. If the number of stations falls below the designated maximum in a given county, the applicant that has been on the list the longest will be considered for an inspection station license. A DMV fact sheet related to these changes can be found at: <http://www.dmv.ny.gov/vs-ispcap.htm>. During Calendar Year 2019, there were a total of 9,529 public inspection stations that completed NYVIP2 inspections. 5,912 licensed public inspection stations operated Upstate, while 3,617 public inspection stations operated in NYMA.

Since July 1, 2012, NYVIP/NYVIP2 have required OBD II inspections for applicable model year 1997 and newer light-duty diesel vehicles.

Table 1 provides a summary of the NYVIP2 I/M program during the reporting period. Table 2 reflects the current statewide test types during Calendar Year 2020:

**TABLE 1: I/M Program Summary**

COMPONENT	NYVIP / NYVIP2
Network Type	Decentralized Test-and-Repair
Geographic Distribution	Statewide (62 Counties)
Test Frequency	Annual / Change of Ownership
Fuel Type	All non-electric fuels
Vehicle Type Coverage and Emissions Test Type (NYMA and Upstate)	<u>Light Duty Vehicles &amp; Trucks up to 8,500 lbs. GVWR</u> - MY1996 to 2 MYs old, non-diesel: <b>OBD</b> - MY 1997 to 2 MYs old, diesel: <b>OBD</b> - <u>Medium and Heavy Duty Vehicles, non-diesel 8,501 to 18,000 lbs.: low enhanced</u>
Model Year Coverage (Emissions)	Statewide, 25 MYs old to 2 MYs old (see Calendar Year 2020 below)

**TABLE 2: Calendar Year 2020, 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
2020	Safety-Only	Safety-Only	Safety-Only
2019	Safety-Only	Safety-Only	Safety-Only
2018	OBD II	Low Enhanced	OBD II
2017	OBD II	Low Enhanced	OBD II
2016	OBD II	Low Enhanced	OBD II
2015	OBD II	Low Enhanced	OBD II
2014	OBD II	Low Enhanced	OBD II
2013	OBD II	Low Enhanced	OBD II
2012	OBD II	Low Enhanced	OBD II
2011	OBD II	Low Enhanced	OBD II
2010	OBD II	Low Enhanced	OBD II
2009	OBD II	Low Enhanced	OBD II
2008	OBD II	Low Enhanced	OBD II
2007	OBD II	Low Enhanced	OBD II
2006	OBD II	Low Enhanced	OBD II
2005	OBD II	Low Enhanced	OBD II
2004	OBD II	Low Enhanced	OBD II
2003	OBD II	Low Enhanced	OBD II
2002	OBD II	Low Enhanced	OBD II
2001	OBD II	Low Enhanced	OBD II
2000	OBD II	Low Enhanced	OBD II
1999	OBD II	Low Enhanced	OBD II
1998	OBD II	Low Enhanced	OBD II
1997	OBD II	Low Enhanced	OBD II
1996	OBD II	Low Enhanced	Safety-Only
≤1995	Safety-Only	Safety-Only	Safety-Only

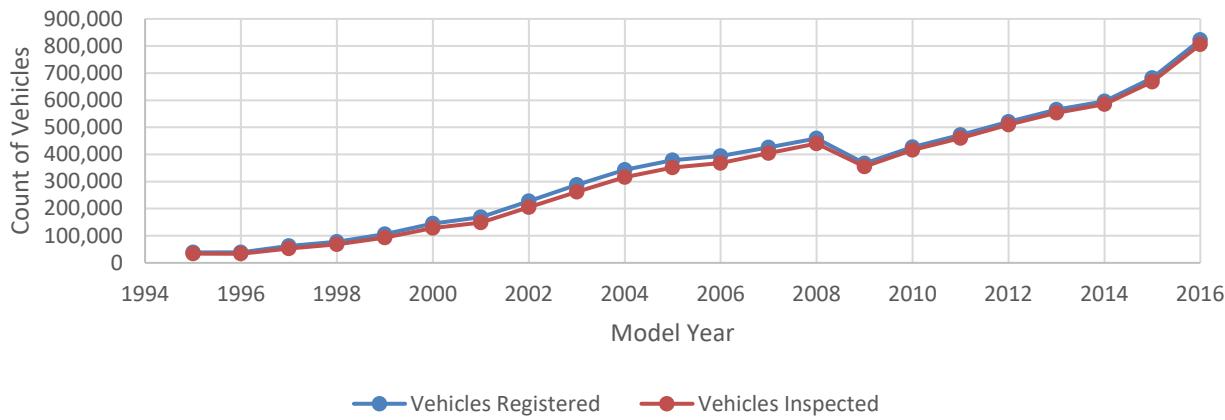
## C. MOTORIST COMPLIANCE

### Comparison of Registered Vehicles and Vehicles Receiving Emissions Inspections

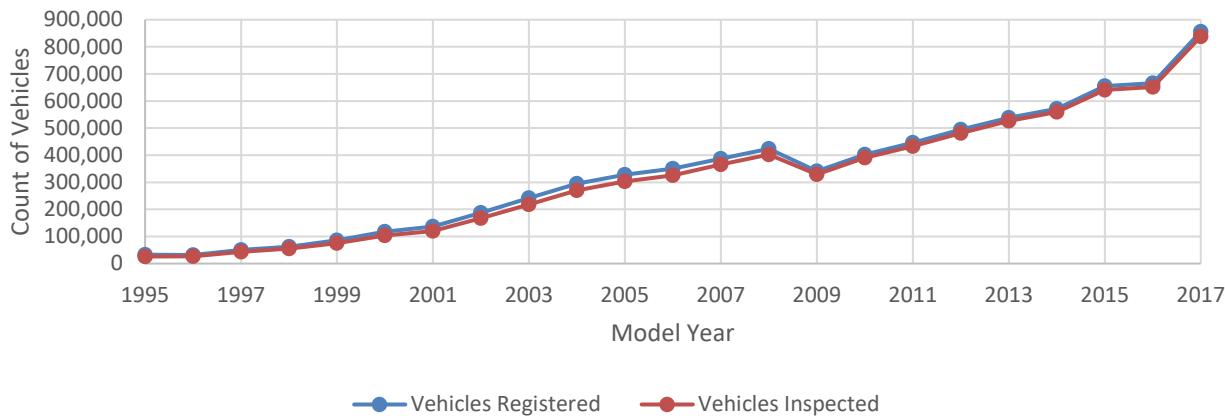
The estimated statewide vehicle counts for Calendar Years 2018 and 2019, the two most recent years for which a complete data set is available, were derived from the DMV registration database and are presented in Appendix A.

The Departments previously completed comparisons for the number of anticipated emissions inspections versus the actual number of I/M emissions inspections by model year and I/M area (NYMA, Upstate) as part of the Calendar Year 2018 and Calendar Year 2019 Enhanced I/M Annual Reports. Section F of these reports can be viewed at: <http://www.dec.ny.gov/chemical/85985.html>. These comparisons are presented as statewide results for Calendar Years 2018 and 2019 in Graphs 1 and 2 below:

Graph 1: Emissions Applicable Registrations vs. Initial Emissions Inspections  
(Statewide Calendar Year 2018)



Graph 2: Emissions Applicable Registrations vs. Initial Emissions Inspections  
(Statewide Calendar Year 2019)



The screening procedure that DEC used to determine potential I/M applicability is based on DMV registration data included within Appendix B. Several factors add to the overall uncertainty of this comparison:

1. The analysis must screen the registration file to exclude registrations exempt from emissions testing by regulation (i.e., exempt registration classes, vehicle age, vehicle weight, vehicle fuel type);
2. New York State's annual motor vehicle inspection frequency differs from the biennial registration renewal cycle. As such, the comparison included a "look back" period of 17 months to search for emissions inspections from the fixed registration file date (i.e., March 8, 2019 and March 8, 2020); and
3. The statewide vehicle registration file represents a snapshot of New York State's vehicle registrations on the specific dates that the DMV database queries were completed (i.e., March 8, 2019 and March 8, 2020).

#### ***NYMA Sticker Compliance***

DMV conducts quarterly sticker compliance surveys to provide an independent assessment of motorist compliance. These surveys are based on field audits. Appendix C includes the results for Calendar Year 2018 and Calendar Year 2019.

NYS Executive Order 202.11, issued on March 27, 2020 in response to the COVID-19 pandemic, permits lawful vehicle operation in the event of an expired inspection certificate due to pandemic-driven shutdowns. The EO has since been extended past the I/M Program Evaluation reporting period. As per EPA guidance during the current public health emergency, quarterly inspection sticker compliance surveys had been discontinued and had not resumed until March 2021, after the I/M Program Evaluation reporting period.

## **D. NEW YORK VEHICLE INSPECTION PROGRAM NYVIP2**

#### **NYVIP2 OBD II Inspection and Maintenance Program**

New York State currently requires annual OBD II for applicable vehicles through the statewide NYVIP2. New York based the NYVIP2 OBD II technical specifications in part on the final federal guidance, *Performing Onboard Diagnostic System Checks as Part of a Vehicle Inspection and Maintenance Program* (EPA420-R-01-015, June 2001) and federal I/M regulation. The NYVIP2 inspection software establishes five possible OBD failure criteria:

1. The vehicle's Malfunction Indicator Light (MIL) does not illuminate when the ignition is in the key on/engine off (KO/EO) position;
2. The vehicle's MIL remains illuminated when the ignition is in the key on/engine running (KO/ER) position;
3. Inability to communicate with the vehicle;
4. The vehicle reports the MIL is commanded on and diagnostic trouble code(s) are reported;
5. The vehicle fails the monitor readiness evaluation.

Since combinations of the failure criteria are possible, close scrutiny is required when evaluating failure rate statistics. For example, a common OBD II failure would include both the "MIL on during KO/ER" visual inspection and the presence of a "diagnostic trouble code (DTC) with the MIL commanded on" criteria. Upon review of all initial OBD II inspection failures completed during Calendar Years 2018 and 2019, with the MIL commanded on and at least one DTC reported, the most common DTCs are as follows:

**TABLE 3: Most Common Diagnostic Trouble Codes**

TLC			NYVIP2 NYMA			NYVIP2 Upstate		
OBDDTC	Count	%	OBDDTC	Count	%	OBDDTC	Count	%
P0420	1,090	17.90%	P0420	8,619	6.53%	P0420	6,771	5.09%
P0A80	370	6.08%	P0171	6,173	4.68%	P0442	6,332	4.76%
P0171	320	5.26%	P0455	4,296	3.25%	P0455	6,042	4.55%
P0441	223	3.66%	P0300	4,233	3.21%	P0456	5,398	4.06%
P0430	200	3.29%	P0442	3,788	2.87%	P0171	4,853	3.65%
P0300	176	2.89%	P0456	3,511	2.66%	P0300	3,395	2.55%
P0101	160	2.63%	P0174	3,473	2.63%	P0446	2,469	1.86%
P0301	133	2.18%	P0430	2,914	2.21%	P0174	2,466	1.86%
P0303	123	2.02%	P0441	2,411	1.83%	P0449	2,437	1.83%
P0174	108	1.77%	P0301	2,345	1.78%	P0440	2,184	1.64%
P0304	105	1.72%	P0446	2,278	1.73%	P0128	2,181	1.64%
P0302	100	1.64%	P0302	2,187	1.66%	P0430	2,009	1.51%
P0455	81	1.33%	P0303	2,125	1.61%	P0441	1,811	1.36%
P0172	63	1.03%	P0304	1,928	1.46%	P0301	1,773	1.33%
P219A	56	0.92%	P0440	1,801	1.36%	P0141	1,748	1.32%
P0401	55	0.90%	P0128	1,781	1.35%	P0138	1,723	1.30%
P0456	54	0.89%	P0141	1,609	1.22%	P0302	1,578	1.19%
P0138	53	0.87%	P0401	1,527	1.16%	P0303	1,530	1.15%
P0A7F	50	0.82%	P0325	1,424	1.08%	P0304	1,470	1.11%
P0135	42	0.69%	P0138	1,376	1.04%	P0135	1,308	0.98%

The *SAE International J2012, Diagnostic Trouble Code Definitions* for the 10 most frequently reported DTCs during the reporting period are:

- P0420 – Catalyst System Efficiency Below Threshold (Bank 1)
- P0171 – System Too Lean (Bank 1)
- P0455 – Evaporative Emission System Purge Control Valve Circuit Shorted
- P0442 – Evaporative Emission System Leak Detected (small leak)
- P0300 – Random/Multiple Cylinder Misfire Detected
- P0174 – System Too Lean (Bank 1)
- P0430 – Catalyst System Efficiency Below Threshold (Bank 2)
- P0446 – Evaporative Emission System Vent Control Circuit
- P0441 – Evaporative Emission System Incorrect Purge Flow
- P0301 – Cylinder #1 Misfire Detected

As expected, NYVIP2 reporting for the NYMA and Upstate I/M areas generally report common DTCs at similar frequencies. The vehicle mix of the TLC regulated fleet, however, is not representative of the Upstate and NYMA I/M areas. As such, there is less of an overlap of commonly reported DTCs between the TLC and statewide NYVIP2 programs. Notably, the TLC regulated fleet has a large proportion of hybrid vehicles. As a result, “P0A80 - Replace Hybrid Battery Pack” is the TLC regulated fleet’s second most common DTC.

## **NYVIP2 “Data Trigger” Audits**

During the development of the original NYVIP (2004), DEC and DMV defined the content and reporting rules for the electronic inspection record, or “INSPREC.DAT file.” This record is transmitted electronically from the inspection stations through the Program Manager. DMV receives these records directly, while DEC has access to them on demand. These records serve several purposes:

1. DMV uses these records to ensure that motorists comply with the annual inspection requirement via registration-based denial;
2. Records are the basis of New York’s annual and program evaluation reports; and
3. Records are also used for station and certified inspector auditing and enforcement.

During an OBD II inspection, the inspection software makes standardized requests for information. The vehicle, in turn, provides electronic responses that are captured and reported by NYVIP2. The type and amount of information reported by each vehicle varies (i.e., by model year, emissions test type, initial/re-inspection requirements, motor vehicle manufacturer differences). The Departments have developed a series of queries to identify possible fraudulent testing during OBD II inspections using certain data fields. Under this design, the Departments can identify potentially fraudulent practices without conducting a station visit. These queries have proven highly effective in documenting illegal use of electronic simulators and substitute vehicles (“clean scanning”). The resulting data analysis has been used as evidence in DMV and DEC administrative enforcement hearings and in separate criminal investigations.

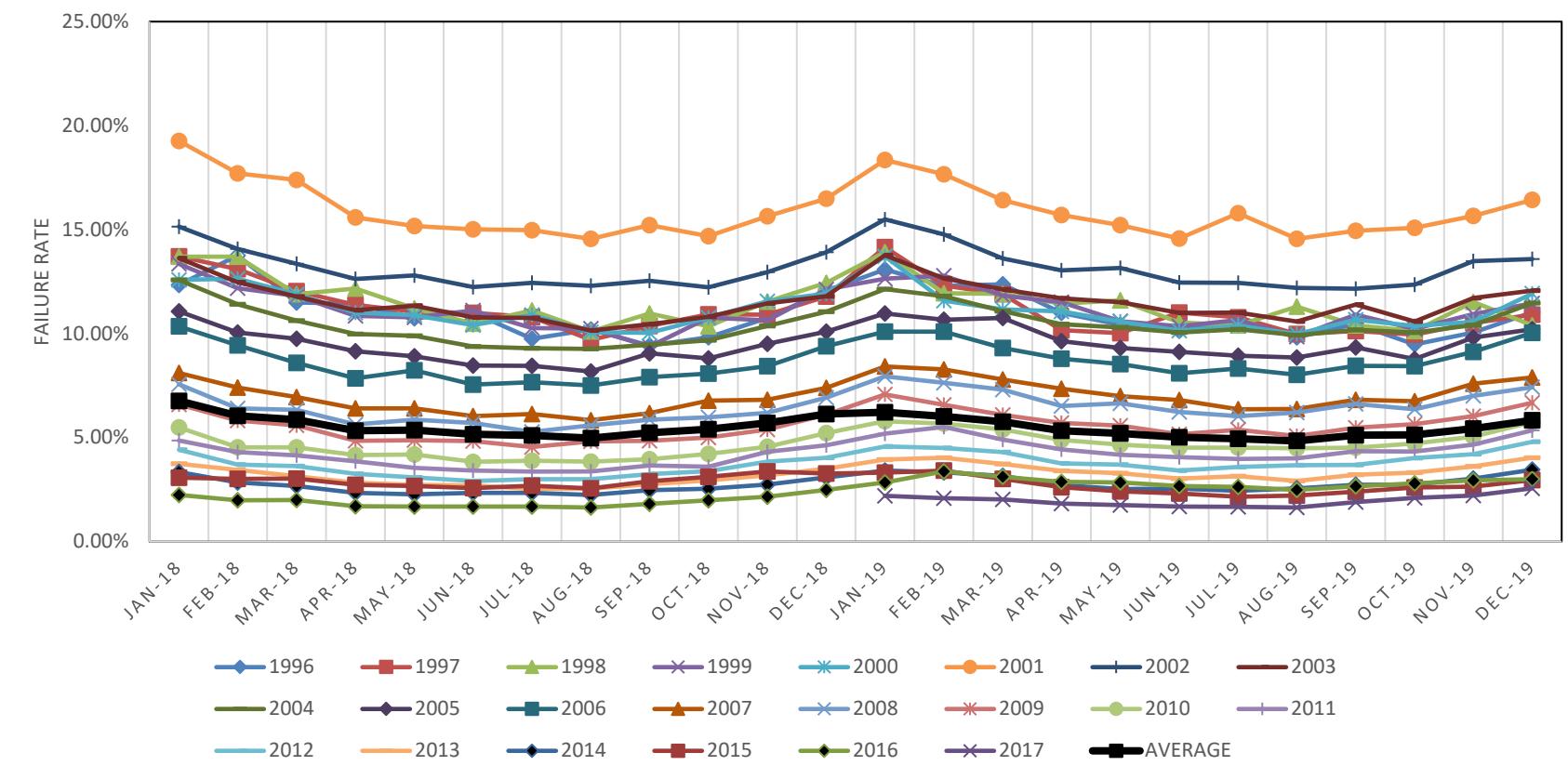
## **I/M Program Reporting**

The Departments monitor inspection failure rates and waiver rates by I/M area on a monthly basis. The NYVIP2 initial OBD II failure rate and waiver rates (statewide) are presented in Graphs 3 and 4, respectively.

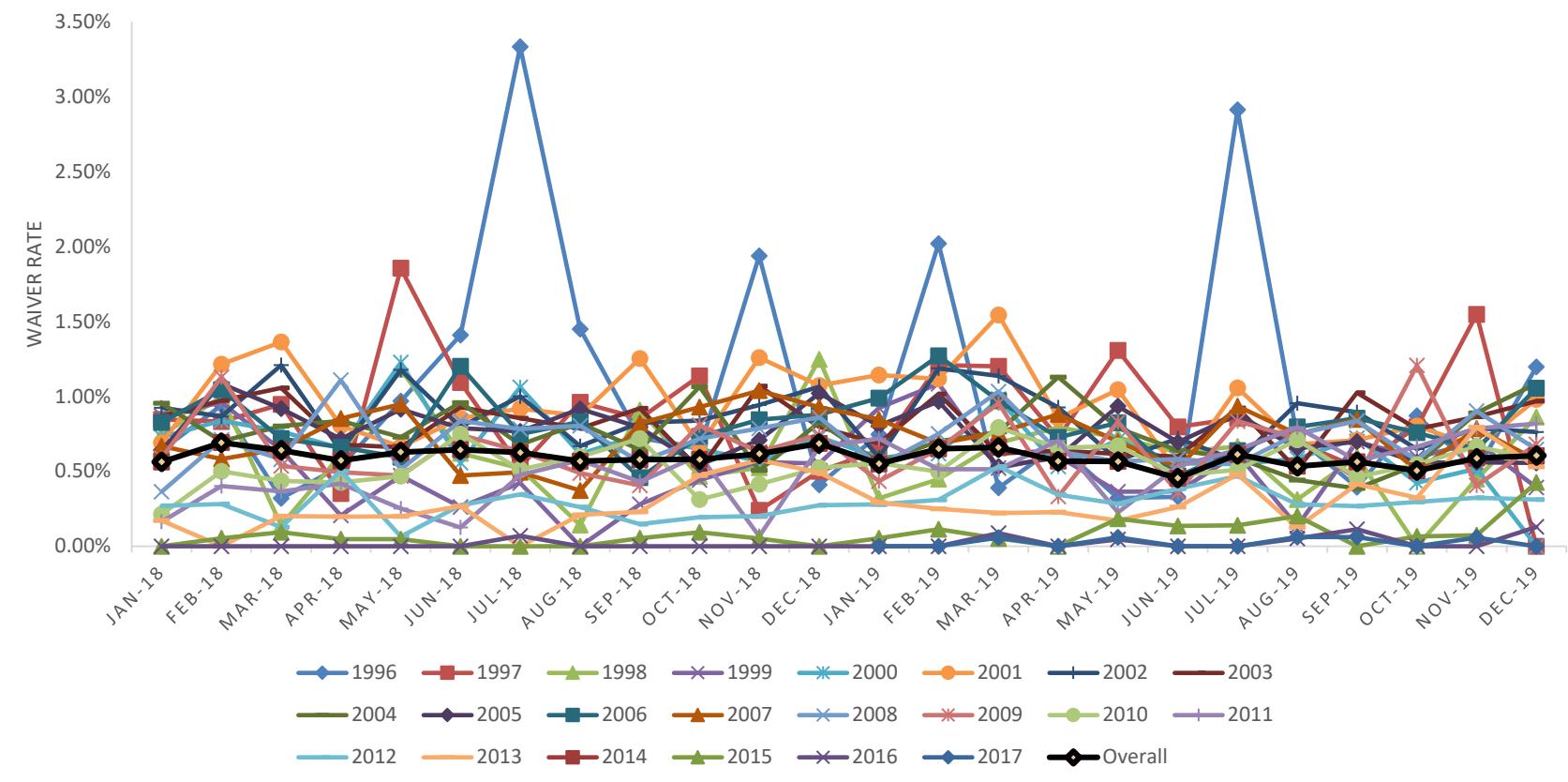
The NYVIP2 OBD II failure rate for initial inspections averaged 5.45% during the 2-year reporting period. Graph 3 indicates NYVIP2 OBD II failure rate (initial inspections) by month during Calendar Years 2018 and 2019.

The statewide NYVIP2 waiver rate averaged 0.58% during the 2-year reporting period. The NYMA and Upstate waiver rates were 0.57% and 0.59%, respectively. Graph 4 displays the statewide NYVIP waiver rate by month during Calendar Years 2018 and 2019.

**GRAPH 3: NYVIP 2 STATEWIDE OBD II FAILURE RATE (INITIAL INSPECTIONS)  
CALENDAR YEARS 2018 AND 2019**



**GRAPH 4: NYVIPPI STATEWIDE OBD II WAIVER RATE  
CALENDAR YEARS 2018 AND 2019**



## **E. NEW YORK CITY TAXI AND LIMOUSINE COMMISSION (TLC)**

Since 1977, yellow medallion taxi cabs operating within New York City have been subject to emissions testing at a frequency of three times per year. The New York City TLC upgraded their Woodside (Queens) testing facility and commenced mandatory OBD II inspections for applicable yellow medallion cabs on December 8, 2003. The Departments completed acceptance testing of the TLC test equipment and software from August 2004 to June 2006. The Departments found the TLC inspection program, which includes OBD II, emission control device (ECD), and safety component checks, to be equivalent to New York State requirements (NYVIP). The Departments jointly approved the TLC inspection program on October 4, 2006.

In May 2016, TLC entered into a new contract to perform emissions testing with a new contractor, Applus Technologies. The Departments completed acceptance testing of the new TLC test equipment and software in June 2018. The Departments found the TLC inspection program, which includes OBD II, ECD, and safety component checks, to be equivalent to New York State requirements (NYVIP2). The Departments jointly approved the new TLC inspection program on June 19, 2018.

For-Hire vehicles (FHV) were previously required to receive three inspections a year at licensed decentralized testing locations under the NYVIP and NYTEST programs. Effective September 1, 2009, TLC required FHVs associated with a new application or a vehicle transfer (i.e., replacement vehicle) to pass a New York State inspection, including an OBD II emissions inspection, at the Woodside test-only facility. As of February 1, 2010, the FHV renewal applications were also required to pass a New York State inspection. The TLC now requires applicable FHVs to receive one inspection (of the required six) at the Woodside facility during a 2-year period, with the remaining inspections completed at licensed NYVIP2 stations.

In response to the increasing number of personal FHVs 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 NYVIP2 inspection facilities. This reduced the number of OBD II inspections conducted at the centralized test-only facility.

A summary of TLC OBD II inspections completed during Calendar Years 2018 and 2019 are provided as Tables 4 and 5, respectively. The TLC OBD II failure rates by month during Calendar Years 2018 and 2019 are provided as Graph 5.

The TLC does not provide for OBD II emissions waivers.

**TABLE 4: New York City Taxi and Limousine Commission (TLC) OBD II Summary, Calendar Year 2018**

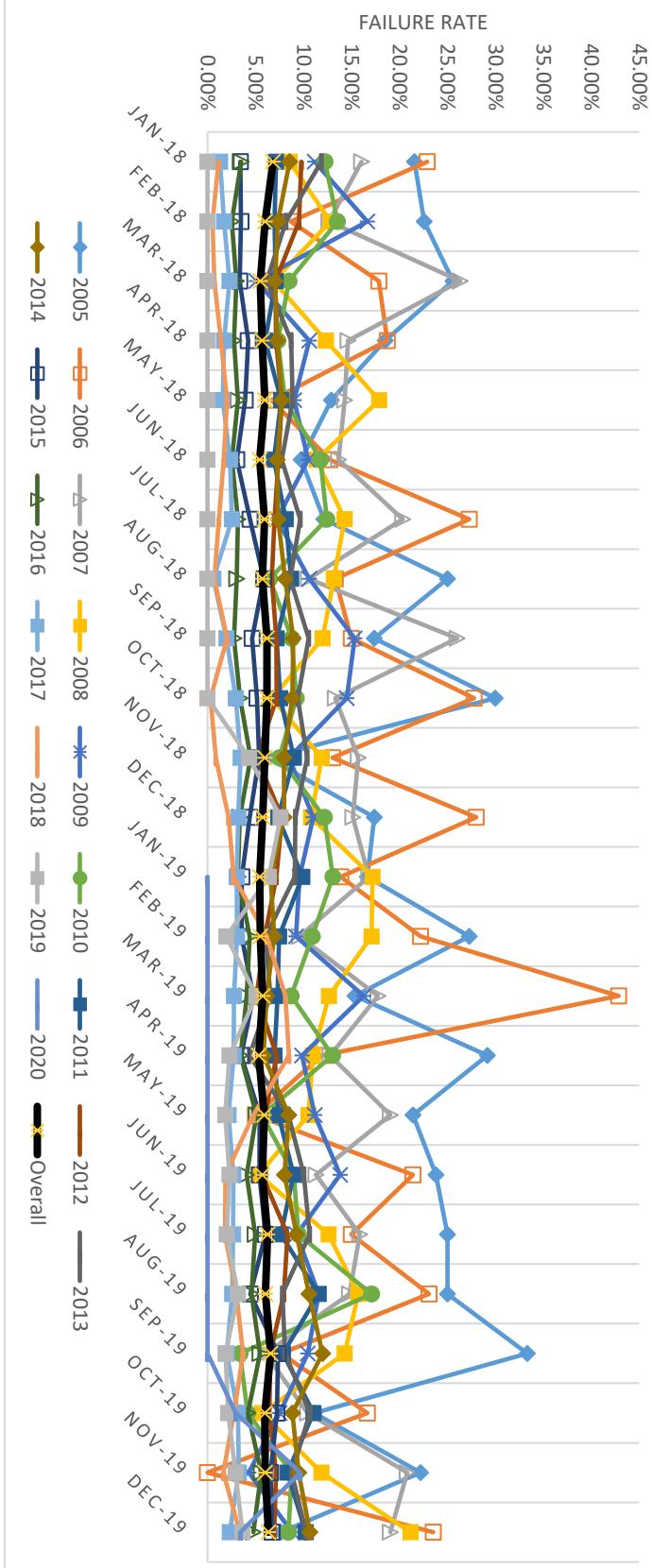
Calendar Year	Model Year	Totals		Passed	Fail OBD II Inspection														
		Sample Count	Average Odometer		Pass Count	Fail Count	Average Odometer	Failed	Fail Communication		Fail KOEO		Fail KOER		Fail MIL Command		Fail Readiness		
		Count	Average Odometer						Count	%	Count	%	Count	%	Count	%	Count	%	
2018	1998	0	0	0	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
	1999	3	498,411	2	1	497,790	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	33.33%	0	0.00%
	2000	0	0	0	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
	2001	0	0	0	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	
	2002	17	257,512	14	3	277,664	17.65%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	5.88%
	2003	103	296,493	88	15	281,853	14.56%	3	2.91%	0	0.00%	4	3.88%	8	7.77%	5	4.85%		
	2004	174	316,803	140	34	346,534	19.54%	0	0.00%	0	0.00%	4	2.30%	9	5.17%	13	7.47%		
	2005	392	315,873	319	73	319,257	18.62%	2	0.51%	0	0.00%	10	2.55%	29	7.40%	24	6.12%		
	2006	566	270,684	467	99	271,881	17.49%	2	0.35%	0	0.00%	24	4.24%	35	6.18%	43	7.60%		
	2007	1,582	253,405	1,320	262	279,207	16.56%	10	0.63%	3	0.19%	39	2.47%	69	4.36%	113	7.14%		
	2008	1,828	228,311	1,604	224	256,284	12.25%	15	0.82%	1	0.05%	30	1.64%	46	2.52%	100	5.47%		
	2009	2,581	252,802	2,273	308	277,485	11.93%	12	0.46%	4	0.15%	43	1.67%	79	3.06%	134	5.19%		
	2010	3,556	241,098	3,149	407	262,968	11.45%	27	0.76%	6	0.17%	67	1.88%	104	2.92%	166	4.67%		
	2011	8,545	260,562	7,744	801	278,259	9.37%	23	0.27%	9	0.11%	110	1.29%	180	2.11%	387	4.53%		
	2012	10,543	253,232	9,711	832	274,653	7.89%	32	0.30%	4	0.04%	135	1.28%	220	2.09%	338	3.21%		
	2013	12,381	182,987	11,160	1221	217,465	9.86%	24	0.19%	7	0.06%	235	1.90%	356	2.88%	532	4.30%		
	2014	26,590	172,678	24,414	2176	196,538	8.18%	42	0.16%	18	0.07%	445	1.67%	763	2.87%	920	3.46%		
	2015	24,845	117,567	23,611	1234	135,273	4.97%	35	0.14%	8	0.03%	157	0.63%	296	1.19%	626	2.52%		
	2016	23,671	73,697	22,864	807	75,545	3.41%	36	0.15%	7	0.03%	94	0.40%	167	0.71%	395	1.67%		
	2017	13,236	42,458	12,913	323	44,533	2.44%	21	0.16%	1	0.01%	12	0.09%	27	0.20%	210	1.59%		
	2018	5,610	11,906	5,537	73	9,680	1.30%	8	0.14%	0	0.00%	5	0.09%	7	0.12%	46	0.82%		
	2019	257	2,534	246	11	978	4.28%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	11	4.28%		
	<b>Totals</b>	<b>136,480</b>		127,576	<b>8,904</b>		<b>6.52%</b>	<b>292</b>	0.21%	<b>68</b>	0.05%	<b>1,414</b>	1.04%	<b>2,396</b>	1.76%	<b>4,064</b>	2.98%		

**TABLE 5: New York City Taxi and Limousine Commission (TLC) OBD II Summary, Calendar Year 2019**

**OBD II**

Totals				Passed		Fail OBD II Inspection											
Calendar Year	Model Year	Sample Count	Average Odometer	Pass Count	Fail Count	Average Odometer	Failed	Fail Communication		Fail KOEO		Fail KOER		Fail MIL Command		Fail Readiness	
								Count	%	Count	%	Count	%	Count	%	Count	%
2019	1999	0	NA	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	2000	0	NA	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	2001	0	NA	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	2002	11	294,795	6	5	280,725	45.45%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	2003	59	257,416	53	6	223,662	10.17%	0	0.00%	0	0.00%	1	1.69%	1	1.69%	6	10.17%
	2004	77	354,788	56	21	338,592	27.27%	1	1.30%	0	0.00%	0	0.00%	4	5.19%	17	22.08%
	2005	192	331,365	151	41	337,992	21.35%	2	1.04%	0	0.00%	4	2.08%	17	8.85%	27	14.06%
	2006	314	278,801	266	48	277,669	15.29%	0	0.00%	0	0.00%	12	3.82%	19	6.05%	39	12.42%
	2007	861	271,581	729	132	284,474	15.33%	3	0.35%	2	0.23%	23	2.67%	40	4.65%	104	12.08%
	2008	1,117	254,138	961	156	268,380	13.97%	2	0.18%	0	0.00%	30	2.69%	44	3.94%	126	11.28%
	2009	1,745	271,478	1,548	197	295,956	11.29%	0	0.00%	2	0.11%	24	1.38%	47	2.69%	167	9.57%
	2010	2,486	252,983	2,195	291	265,072	11.71%	5	0.20%	4	0.16%	41	1.65%	71	2.86%	235	9.45%
	2011	5,565	261,202	4,981	584	283,448	10.49%	8	0.14%	2	0.04%	70	1.26%	117	2.10%	505	9.07%
	2012	6,298	242,708	5,851	447	268,492	7.10%	5	0.08%	1	0.02%	57	0.91%	99	1.57%	385	6.11%
	2013	8,915	199,110	8,115	800	231,353	8.97%	11	0.12%	7	0.08%	105	1.18%	194	2.18%	658	7.38%
	2014	17,214	190,766	15,622	1,592	217,019	9.25%	27	0.16%	4	0.02%	247	1.43%	452	2.63%	1230	7.15%
	2015	24,128	148,854	22,617	1,511	169,341	6.26%	20	0.08%	2	0.01%	199	0.82%	348	1.44%	1230	5.10%
	2016	17,838	104,552	16,955	883	117,381	4.95%	9	0.05%	4	0.02%	109	0.61%	197	1.10%	722	4.05%
	2017	17,816	67,559	17,279	537	76,470	3.01%	24	0.13%	4	0.02%	39	0.22%	72	0.40%	454	2.55%
	2018	9,215	41,936	8,854	361	29,538	3.92%	49	0.53%	1	0.01%	13	0.14%	31	0.34%	264	2.86%
	2019	4,760	15,125	4,627	133	13,823	2.79%	6	0.13%	2	0.04%	4	0.08%	5	0.11%	95	2.00%
	2020	213	4,874	203	10	653	4.69%	0	0.00%	1	0.47%	1	0.47%	0	0.00%	9	4.23%
Totals		118,824		111,069	7,755	6.53%	172	0.14%	36	0.03%	979	0.82%	1,758	1.48%	6,278	5.28%	

GRAPH 5: NEW YORK CITY TAXI AND LIMOUSINE COMMISSION (TLC) INITIAL OBD II  
FAILURE RATE  
(CALENDAR YEARS 2018 AND 2019)



Note: Due to the relatively small number of vehicles, Model Year 1996 through 2004 vehicles are not included in the above chart.

## F. NYVIP2 Reporting

Previous inspection records maintained by the original NYVIP contractor (SGS TESTCOM, 2004-2014) were transferred to the NYVIP2 contractor (Opus Inspection), and this “NYVIP legacy data” has been incorporated into the Opus Inspection VID.

Opus Inspection developed a web-based application (2014-2016) that allows approved users to complete pre-defined queries utilizing the contractor’s database (VID). Some of the queries previously developed by DEC and DMV in relation to station/inspector enforcement have been incorporated. As an example, Table 6 below represents the results of the “NYVIP2 Program Summary” query for the period of January 1, 2018 to December 31, 2019.

**TABLE 6: NYVIP2 Program Summary (January 1, 2018 to December 31, 2019)**

NYVIP2 SUMMARY	STATEWIDE
1. Total Inspections (Initial and Re-Inspection, All Test Types)	24,439,589
a. Light-duty Vehicles	14,376,803
b. Light-duty Trucks	9,061,076
c. Heavy-duty Vehicles	1,001,710
2. Number of Initial Inspections (All Test Types)	23,215,551
a. Light-duty Vehicles	13,728,953
b. Light-duty Trucks	8,493,974
c. Heavy-duty Vehicles	992,624
3. Number of Re-Inspections (All Test Types)	1,2224,034
a. Light-duty Vehicles	647,847
b. Light-duty Trucks	567,101
c. Heavy-duty Vehicles	9,086
4. Number of Inspections (Initial and Re-Inspection) by Test Type	
a. Safety-Only	6,030,809
b. Low Enhanced	822,381
c. OBD	17,586,399
5. Safety Component Initial Failure Rates (All Test Types)	
a. Number of Initial Safety Inspections	23,215,551
b. Initial Safety Failure Rate	1.77%
c. Light-duty Vehicles - Safety Failure Rate	1.68%
d. Light-duty Trucks - Safety Failure Rate	2.00%
e. Heavy-duty Vehicles - Safety Failure Rate	0.99%

<b>NYVIP2 SUMMARY (Table 5 Continued)</b>	<b>STATEWIDE</b>
6. Gas Cap Component Initial Failure Rates (Low Enhanced, OBD)	
a. Number of Initial Gas Cap Inspections	17,149,497
b. Initial Gas Cap Failure Rate	0.01%
c. Light-duty Vehicles - Gas Cap Failure Rate	0.01%
d. Light-duty Trucks - Gas Cap Failure Rate	0.01%
e. Heavy-duty Vehicles - Gas Cap Failure Rate	0.01%
7. ECD Component Initial Failure Rates (Low Enhanced, OBD)	
a. Number of Initial ECD Check Inspections	17,198,143
b. Initial ECD Check Failure Rate	0.04%
c. Light-duty Vehicles - ECD Check Failure Rate	0.04%
d. Light-duty Trucks - ECD Check Failure Rate	0.03%
e. Heavy-duty Vehicles - ECD Check Failure Rate	0.04%
8. Low Enhanced Emissions Initial Failure Rates	
a. Number of Initial Low Enhanced Inspections	813,266
b. Initial Low Enhanced Failure Rate	0.05%
c. Light-duty Vehicles - Low Enhanced Failure Rate	0.09%
d. Light-duty Trucks - Low Enhanced Failure Rate	0.08%
e. Heavy-duty Vehicles - Low Enhanced Failure Rate	0.04%
9. OBD Initial Emissions Failure Rates (All Fuel Types)	
a. Number of Initial OBD Inspections	16,384,877
b. Initial OBD Failure Rate	5.48%
c. Light-duty Vehicles - OBD Failure Rate	5.33%
d. Light-duty Trucks - OBD Failure Rate	5.65%
10. OBD Re-Inspection Emissions Failure Rates (All Fuel Types)	
a. Number of OBD Re-Inspections	1,201,519
b. OBD Re-Inspection Failure Rate	14.40%
c. Light-duty Vehicles - OBD Re-Inspection Failure Rate	14.12%
d. Light-duty Trucks - OBD Re-Inspection Failure Rate	14.72%
11. Number of OBD Waivers	5,128
a. Light-duty Vehicles	2,429
b. Light-duty Trucks	2,699

<b>NYVIP2 SUMMARY (Table 5 Continued)</b>	<b>STATEWIDE</b>
12. Number of OBD 10-Day Extensions	393,946
a. Light-duty Vehicles	195,646
b. Light-duty Trucks	198,300
13. OBD Initial Emissions Failure Rates, <u>Light-duty Diesel Vehicles</u>	
a. Number of Initial OBD LDDV Inspections	47,373
b. Initial OBD LDDV Failure Rate	11.96%
c. Light-duty Diesel Vehicle - OBD Failure Rate	11.05%
d. Light-duty Diesel Truck - OBD Failure Rate	12.81%

## **G. NYVIP2 ENHANCEMENTS**

### **Software Updates**

During the reporting period, five updates were completed to the NYVIP2 inspection software. These revisions were the result of proposed changes made by the NYVIP2 contractor and directed changes made by the Departments.

Prior to the release to all licensed NYVIP2 stations, proposed software revisions were subjected to an internal review by Opus, regression testing by the Departments, and then beta testing at a select number of licensed stations. The approved software versions, release dates, and associated station message are noted as follows:

1. NYVIP2 version 18.06.01, released September 2018, NYVIP2 Message #241.
2. NYVIP2 version 18.08.01, released September 2018, NYVIP2 Message #241.
3. NYVIP2 version 18.11.12, released January 2019, NYVIP2 Message #245.
4. NYVIP2 version 19.05.02, released August 2019, NYVIP2 Message #249.
5. NYVIP2 version 19.11.05, released February 2020, NYVIP2 Message #256.

Each NYVIP2 station message provided a summary of the associated software release. The subject station messages are included within Appendix D.

### **Enhanced Vehicle Inspection Receipt Messaging/Vehicle Recall Information**

New York has implemented a software update that will allow for vehicle specific messaging based on VIN or “VIN stem.” State approved messages can be listed on the “hard copy” Vehicle Inspection Receipt (VIR) that is provided to motorists following a NYVIP2 inspection. Software version 18.08.01 added new functionality to list VIN specific vehicle safety and/or emissions recall advisory messages on all inspection receipts. This message informs the motorist of any open safety and emissions recalls by recall number and includes a brief summary of the recall.

### **Altered Vehicle (Stretched Limousine) Sequence**

Software version 19.11.05 included an important inspection station requirement which became effective October 9, 2019. V&T Law 308-a requires all NYVIP inspection stations to report to NYS DMV any time an altered vehicle is presented for inspection. A vehicle is altered if it has been stretched or widened to increase passenger capacity.

## H. PROGRAM EVALUATION USING MOBILE SOURCE MODELING

In accordance with guidance advised in the “EPA’s Guidance on Biennial Performance Evaluation Requirements for Enhanced Vehicle Inspection and Maintenance (I/M) Programs” document released in June 2020, states with enhanced I/M programs are asked to demonstrate the effectiveness and emissions benefits of their I/M programs and associated OBD testing. The guidance recommends that mobile source modeling be performed to conduct a performance evaluation of the I/M program. To execute this task, New York State relies on the EPA’s Motor Vehicle Emission Simulator (MOVES) model. MOVES is a state-of-the-science emission modeling system that estimates emissions for mobile sources at the national, county, and project levels for criteria air pollutants, greenhouse gases, and air toxics.

For a program evaluation, MOVES can be used to determine the benefits of an I/M program by comparing the emissions of the current I/M program to a No-I/M scenario. The current I/M program run, also known as the “Actual I/M run”, includes all the relevant local inputs used for the state implementation plan (SIP) demonstration modeling and include the actual I/M program details. The “No I/M run” is functionally the same but clears all existing I/M data from the input database and sets the database to a no I/M status.

The net difference in emissions between the No-I/M run and the Actual I/M run is the emissions benefit of the I/M program for the purposes of the biennial program evaluation. Similar to performance standard modeling, this estimated actual I/M program evaluation benefit can be compared to the target benefit of the I/M program established in the SIP.

### **Compliance Factor Parameters and Calculation**

MOVES uses a single “compliance factor” to account for a given program’s compliance rate, waiver rate, and an adjustment to account for an I/M program that may not cover an entire source type because the program only applies to certain weight classes. The compliance factor is entered in MOVES as a number from 0 to 100 and represents the percentage of vehicles within a source type that receive the benefits of the program.

$$\text{Compliance} = \frac{\text{Compliance Factor}}{\text{Rate}} \times \frac{(1 - \text{Waiver Rate})}{\text{Rate}} \times \frac{\text{Failure Rate}}{\text{Rate}} \times \text{Regulatory Class Cover Adjustment}$$

The compliance factor parameters are detailed in the Inspection and Maintenance Programs section of the most current MOVES Technical Guidance. Descriptions of the compliance factor parameters are provided below:

- Compliance rate: the percentage of vehicles in the fleet covered by the I/M program that complete the I/M program and receive either a certificate of compliance or a waiver. However, the compliance rate can also be determined using out-of-program data collected from the enhanced I/M program’s required on-road testing regimen, such as RSD sampling. The sampled fleet can be compared to the state’s vehicle registration database and emission inspection databases to estimate the percentage of the sampled fleet that completed the I/M Program during the inspection cycle covered by this evaluation period.

Per New York State’s 2009 SIP Revision, the compliance rate is expected to be 98% of the state’s vehicle fleet. Sticker inspection field surveys conducted by the NYS DMV and included in Appendix C indicate that initial compliance for the 2018-2020 Program Evaluation period is 96.3%. Further review indicates this number is artificially low as evidenced in analyses.

The first analysis entailed identifying OBD-qualified vehicles that appeared in the March 2018 DMV Registration data, but never received an OBD emissions inspection, and did not appear in the March 2019 or March 2020 DMV Registration data. A limitation of comparing registration data and I/M inspection results is that a vehicle may be registered within New York State but no longer operates within New York State. New York State has a 2-year registration cycle, so a vehicle could have been registered in the past and subsequently taken out of service or sold outside of New York State. Under such a scenario, the registered vehicle would have been included within the compliance rate calculation (with a finding of no emissions inspection) even though the vehicle no longer has a presence in the state. Of 7,700,452 qualified VINs in the March 2018 DMV Registration data, 105,147 never received an inspection or appeared in a subsequent registration file. Removing these vehicles suggests a 98.63% compliance rate:  $(7,700,452 - 105,147)/7,700,452 = 98.63\%$ .

The second analysis focuses on the sticker survey field inspections. Review of the 2018 calendar year data indicates NYS DMV conducted 10,144 sticker audits, of which 401 vehicles were found to be non-compliant, for a 3.95% non-compliance rate. This number, however, included vehicles registered outside New York State, and double-counted vehicles that had both expired stickers and defective/void stickers, leaving 388 unique VINs as identified by DMV field staff. An analysis of inspection records for these vehicles indicates 226 of the 388 (58.2%) subsequently received and passed an OBD inspection, with a median time of 37 days from the initial flagging for an expired sticker to receiving a passing inspection. This indicates that many of these were in OBD emissions compliance and simply late on their annual inspection. The number of non-compliant vehicles (162) suggests a 98.4% compliance rate:  $(10,144 - 162)/10,144 = 98.4\%$ .

With these results noted, the agencies are confident with the application of the 98% figure as an accurate representation of New York State's compliance rate.

- Waiver rate: the percentage of initially failed vehicles receiving a waiver. The waiver rate is calculated as the number of initially failed (OBD or tailpipe tested) vehicles receiving a waiver divided by the total number of vehicles initially failing the tailpipe or OBD test types. In New York State for the 2018-2020 Program Evaluation period, the statewide waiver rate was found to be 0.56%.
- Failure rate: the percentage of initially failed vehicles. The failure rate is calculated as the number of initially failed (OBD or tailpipe tested) vehicles. In New York State for the 2018-2020 Program Evaluation period, the statewide failure rate for initial emissions inspections was found to be 5.35% in NYMA and 5.39% in Upstate.
- Regulatory Class Coverage Adjustment: I/M programs entered in MOVES can only be applied by source types. However, I/M programs and source type may be inconsistent with state I/M program regulations that define I/M programs by the vehicle weight classes. Since MOVES source types are a composite of several vehicle weight classes, applying I/M benefits to the entire MOVES source type may be inappropriate. The MOVES Technical Guidance contains a table of regulatory class coverage adjustments to account for this discrepancy. The adjustments are percentages of vehicle miles traveled by the various regulatory weight classes within a source type.

## Model Parameters and Outputs

For this analysis, the 2014B version of the MOVES emission modeling system was used. Along with the compliance factor, additional model inputs include modeled Vehicle Populations and Vehicle Miles Traveled (VMT) consistent with DMV data and with previous 2017 emissions modeling. Modeling was geographically split into the NYMA 9-county region and the Upstate 53-county region. Output pollutants include nitrogen oxide compounds (NOx), volatile organic compounds (VOCs), and carbon monoxide (CO). The two regions of New York State have been aggregated to provide an annual emission difference to show the modelled impact of I/M program.

With regards to EPA MOVES emissions source types, the I/M program modeling here covers MOVES source types 21, 31, 32, 52, and 54 for MOVES reg class ID 20, 30, 41, and 42. Medium-duty vehicles (greater than 8,500lbs and less than 14,000lbs) do receive OTR low enhanced inspections in New York State, but the MOVES I/M test standards do not adequately describe this test. As such, reductions due to these applicable inspections have not been counted. Furthermore, light-duty diesel vehicles also receive OBD inspections in New York State, yet cannot be credited as the MOVES I/M program currently only applies to gasoline and E85 fueled vehicles.

The I/M program modeling completed for the Program Evaluation report considers an active IM program for model years 1996 to present, with the I/M program “turned off” for earlier model years. During the subject evaluation period, model years 1993 through 1995 do receive low enhanced I/M inspections in New York State, yet utilization of the MOVES model year cohort, 1980 to 1995, would over-credit emission reductions.

## Results and Analysis

**Table 6: MOVES I/M Program Modeling Results for New York State**

REGION	POLLUTANT	Emissions, No I/M program (Tons)	Emissions, With I/M Program (Tons)	Change with IM (Tons)
NYMA	VOC	14,398	13,019	(1,379)
NYMA	NOx	40,500	38,247	(2,253)
NYMA	CO	260,055	232,451	(27,604)
Upstate	VOC	20,908	19,426	(1,483)
Upstate	NOx	65,230	62,502	(2,728)
Upstate	CO	321,900	290,299	(31,601)
Statewide	VOC	35,306	32,445	(2,862)
Statewide	NOx	105,731	100,748	(4,982)
Statewide	CO	581,955	522,749	(59,205)

An analysis of the model shows substantial declines in annual pollutant emissions in both regions when the modeled I/M program emissions results are compared to the solution with no I/M program present.

In NYMA, the modeled result of the I/M program leads to an annual VOC emissions decline of 1,379 tons, a decrease of 9.6% from the modeled result of having no I/M program in New York State. For NOx, the annual decrease is 2,253 tons, 5.6% from the no I/M program result. For CO, the annual decrease is 27,604 tons, a decline of 10.6% in emissions.

In Upstate, the modeled result of the I/M program leads to an annual VOC emissions decline of 1,483 tons, a decrease of 7.1% from the modeled result of having no I/M program in New York State. For NOx, the annual decrease is 2,728 tons, 4.2% from the no I/M program result. For CO, the annual decrease is 31,601 tons, a decline of 9.8% in emissions.

Combined, the results show the modeled result of the I/M program leads to an annual VOC emissions decline of 2,862 tons, a decrease of 8.1% from the modeled result of having no I/M program in New York State. For NOx, the annual decrease is 4,982 tons, 4.7% from the no I/M program result. For CO, the annual decrease is 59,205 tons, a decline of 10.2% in emissions.

This analysis of EPA MOVES emission modeling system results utilizing plausible and accurate model inputs, demonstrates the New York State I/M Program substantially decreases criteria pollutants and provides improvements to air quality as a result of its thorough implementation and diligent enforcement.

## **APPENDIX A**

### **Registered Vehicles in New York State (Calendar Years 2018 and 2019)**



## Appendix A

### 2018 Registered Vehicles\* in New York State (Based on Distinct VINs)

Based on Data Collected from DMV Registration File Dated 3/08/19

New York Metropolitan Area (9 Counties)											Upstate New York (53 Counties)										
Vehicle Model Year	Total Vehicles	Model Year Distribution	Gasoline Powered**		Diesel Powered		Other Fuels***			Total Vehicles	Model Year Distribution	Gasoline Powered **		Diesel Powered		Other Fuels***			Light Duty	Heavy	
			Light Duty	Heavy	Light Duty	Heavy	Light Duty	Heavy	Light Duty			Light Duty	Heavy	Light Duty	Heavy	Light Duty	Heavy	Light Duty	Heavy		
Pre - 1993	81,965	1.45%	76,619	2,460	1,373	208	1,073	232		150,256	2.59%	116,962	7,274	1,760	6,190	14,892	3,178				
1993	9,850	0.17%	9,200	402	73	55	101	19		12,499	0.22%	8,915	885	153	1,092	1,203	251				
1994	14,613	0.26%	13,660	704	44	77	110	18		17,834	0.31%	13,049	1,271	181	1,415	1,550	368				
1995	22,903	0.40%	21,285	1,233	107	104	133	41		24,646	0.43%	18,250	1,700	262	2,131	1,757	546				
1996	20,654	0.37%	19,418	828	76	121	181	30		24,008	0.41%	17,911	1,560	437	1,843	1,768	489				
1997	34,180	0.60%	31,157	2,448	39	287	207	42		35,152	0.61%	25,957	3,457	48	3,187	1,936	567				
1998	43,891	0.78%	41,326	2,010	79	149	276	51		42,550	0.73%	34,810	2,534	93	2,123	2,315	675				
1999	60,813	1.07%	55,561	3,997	112	306	763	74		58,193	1.00%	43,875	4,641	184	4,862	3,691	940				
2000	84,104	1.49%	76,715	5,520	46	362	1,389	72		76,221	1.32%	58,334	6,111	195	5,078	5,425	1,078				
2001	95,894	1.70%	87,783	6,243	44	401	1,319	104		89,981	1.55%	71,835	7,157	178	5,251	4,659	901				
2002	129,884	2.30%	116,697	5,671	124	460	6,858	74		120,274	2.08%	96,504	8,182	439	5,309	9,007	833				
2003	158,900	2.81%	141,545	8,344	123	519	8,278	91		154,799	2.67%	125,115	10,454	515	6,136	11,531	1,048				
2004	182,647	3.23%	169,319	8,493	81	579	4,061	114		189,629	3.27%	160,774	12,010	202	6,819	8,564	1,260				
2005	193,380	3.42%	180,195	8,731	223	601	3,505	125		218,932	3.78%	188,428	10,586	307	8,257	9,857	1,497				
2006	201,371	3.56%	184,993	12,251	236	798	2,932	161		230,385	3.98%	195,607	11,797	433	9,654	11,492	1,402				
2007	219,558	3.88%	204,175	8,328	112	450	6,366	127		250,605	4.33%	215,792	8,824	121	8,671	15,654	1,543				
2008	228,122	4.03%	209,529	10,077	132	587	7,020	777		278,341	4.81%	239,823	11,412	102	7,652	17,084	2,268				
2009	184,457	3.26%	172,036	3,094	261	196	6,105	2,765		219,909	3.80%	191,157	6,570	210	3,769	15,702	2,501				
2010	216,964	3.84%	200,651	1,350	448	254	10,261	4,000		252,952	4.37%	211,620	4,525	367	3,419	29,107	3,914				
2011	237,940	4.21%	210,314	1,705	692	325	18,270	6,634		290,196	5.01%	219,908	5,524	597	6,907	49,435	7,825				
2012	257,454	4.55%	231,795	2,645	946	318	15,236	6,514		324,936	5.61%	252,549	5,744	792	7,240	50,236	8,375				
2013	302,842	5.35%	273,832	2,508	905	444	19,108	6,045		338,419	5.84%	266,700	5,815	888	5,883	52,269	6,864				
2014	308,393	5.45%	278,265	3,749	2,042	416	19,248	4,673		380,879	6.58%	295,564	4,865	2,336	6,185	63,776	8,153				
2015	456,443	8.07%	420,435	4,085	2,323	694	21,654	7,252		444,863	7.68%	373,398	5,837	2,898	10,211	37,240	15,279				
2016	567,449	10.03%	525,728	4,910	1,598	670	26,527	8,016		481,098	8.31%	402,757	7,097	1,254	10,956	43,729	15,305				
2017+	1,342,627	23.73%	1,276,807	17,234	2,320	771	38,934	6,561		1,084,428	18.72%	934,128	19,209	1,779	21,763	81,703	25,846				
Total	5,657,298		5,229,040	129,020	14,559	10,152	219,915	54,612		5,791,985		4,779,722	175,041	16,731	162,003	545,582	112,906				
% of Total			100.00%	92.43%	2.28%	0.26%	0.18%	3.89%	0.97%		100.00%		82.52%	3.02%	0.29%	2.80%	9.42%	1.95%			

\* 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

### 2019 Registered Vehicles\* in New York State (Based on Distinct VINs)

Based on Data Collected from DMV Registration File Dated 3/08/20

New York Metropolitan Area (9 Counties)											Upstate New York (53 Counties)											
Vehicle Model Year	Total Vehicles	Model Year Distribution	Gasoline Powered**		Diesel Powered		Other Fuels***			Total Vehicles	Model Year Distribution	Gasoline Powered **		Diesel Powered		Other Fuels***			Light Duty	Heavy Duty		
			Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty			Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty	Light Duty	Heavy Duty			
Pre-1995	106,382	2.00%	96,213	2,364	2,374	5,391	35	5		171,742	3.21%	147,229	8,025	3,610	12,804	54	20					
1995	17,121	0.32%	14,869	410	369	1,470	2	1		19,703	0.37%	15,561	980	714	2,447	0	1					
1996	16,942	0.32%	15,176	256	333	1,176	0	1		18,483	0.35%	14,623	924	784	2,149	1	2					
1997	28,122	0.53%	25,111	623	625	1,762	1	0		27,268	0.51%	21,819	1,392	1,224	2,826	5	2					
1998	35,206	0.66%	32,496	474	390	1,839	5	2		32,025	0.60%	27,791	1,135	547	2,542	8	2					
1999	50,588	0.95%	45,530	943	836	3,270	9	0		44,288	0.83%	36,128	1,842	1,740	4,546	30	2					
2000	69,582	1.31%	63,361	1,374	850	3,974	12	11		58,049	1.08%	48,944	2,167	1,645	5,266	19	8					
2001	79,322	1.49%	73,428	1,306	900	3,665	22	1		67,983	1.27%	58,622	2,527	1,869	4,931	30	4					
2002	107,204	2.02%	101,108	1,568	1,066	3,409	51	2		90,149	1.68%	80,206	2,721	2,245	4,709	261	7					
2003	134,159	2.53%	127,050	2,103	1,219	3,743	26	18		118,619	2.21%	107,206	3,367	2,702	5,304	20	20					
2004	158,887	2.99%	150,032	2,497	1,259	5,016	60	23		149,277	2.79%	136,261	4,240	2,612	6,114	47	3					
2005	170,879	3.22%	160,739	2,482	1,515	5,994	45	104		174,119	3.25%	159,334	4,245	2,844	7,649	41	6					
2006	182,805	3.44%	169,633	3,635	1,824	7,508	18	187		188,636	3.52%	171,400	4,611	3,349	9,121	151	4					
2007	199,914	3.76%	188,038	2,540	1,042	7,947	87	260		209,533	3.91%	193,968	3,663	1,979	9,572	347	4					
2008	207,341	3.90%	196,494	3,556	1,376	5,641	83	191		236,166	4.41%	220,883	5,447	2,086	7,531	218	1					
2009	167,119	3.15%	159,621	2,021	590	4,042	82	763		188,793	3.52%	179,111	3,703	780	5,043	150	6					
2010	195,042	3.67%	188,237	2,223	786	3,546	121	129		220,303	4.11%	210,899	3,568	898	4,709	218	11					
2011	213,427	4.02%	203,263	3,445	1,401	4,789	108	421		253,750	4.74%	236,952	6,590	2,300	7,632	238	38					
2012	231,320	4.36%	219,242	4,456	1,757	5,409	278	178		285,946	5.34%	267,815	7,034	2,522	7,985	473	117					
2013	264,802	4.99%	252,654	4,188	1,721	5,530	490	219		297,324	5.55%	280,891	6,543	2,304	7,063	435	88					
2014	265,559	5.00%	251,656	4,387	2,751	6,114	524	127		336,132	6.28%	317,307	6,764	3,378	8,153	407	123					
2015	326,034	6.14%	307,402	6,312	3,060	8,304	678	278		372,700	6.96%	343,933	11,902	4,424	11,801	538	102					
2016	330,642	6.23%	310,221	7,441	2,578	8,983	1,236	183		379,603	7.09%	349,899	13,115	2,725	13,122	650	92					
2017	477,479	8.99%	457,474	7,809	1,963	7,745	2,286	202		423,027	7.90%	393,652	13,275	1,951	12,554	1,427	168					
2018+	1,274,253	24.00%	1,224,656	15,803	2,985	19,662	10,753	394		992,811	18.53%	926,576	25,993	3,504	31,619	4,833	286					
Total	5,310,131		5,033,704	84,216	35,570	135,929	17,012	3,700		5,356,429		4,947,010	145,773	54,736	197,192	10,601	1,117					
% of Total		100.00%	92.43%	1.67%	0.71%	2.70%	0.34%	0.07%			100.00%	92.36%	2.72%	1.02%	3.68%	0.20%	0.02%					

\* 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 B**

### **DMV Registration File Screening Procedures**



## APPENDIX B

### Procedure to Sort the DMV Registration File and Matching of Emissions Inspections - I/M Program Evaluation (Calendar Years 2018, 2019)

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

1. Obtain a statewide registration database from the NYS DMV (March 8, 2019 and March 8, 2020).
2. Delete registration records associated with "duplicate" VINs to ensure only unique VINs.
3. Delete registration records for vehicles exempt from emissions testing based on registration type code (see next page).
4. Delete registration records with registration codes 77 and 88 (state or political subdivisions).
5. Delete registration records for those vehicles with a VIN containing less than 17 digits.
6. Delete registration records for those vehicles registered as diesels >8500 lbs (registered weight), electric, "Other," and blank fuel types.
7. 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 2020 registration run, ignore all 2018, 2019, and 2020 model year vehicle registrations.) Also remove from consideration those registration records for vehicles older than 26 model years. (Given the March 2020 registration query, ignore vehicles with a model year of 1994 and older.)
8. 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.
9. Remove the registration records for exempt vehicles with a registered weight over 18,000 lbs.
10. 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 11-14 below completed by Opus Inspection]

11. Using the lists of subject VINs, identify any safety-only inspection completed between January 1, 2019 to May 8, 2020 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.

12. Using the remaining unique VINs from the Upstate and NYMA registration tables, search the statewide NYVIP2 inspection database for the period of January 1, 2019 to May 8, 2020 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.
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, 2019 to May 8, 2020 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.
14. By model year and I/M area, tabulate and graph the number of identified emissions tested inspections (Passing and Waivered from Steps #12 and #13) vs. registration estimates (Step #10 minus the VINs identified in Step #11). Use the vehicle MY and I/M area from the DMV registration file when completing Graphs 6 and 7.

## APPENDIX F

### REGISTRATION TYPE CODES

	NYVIP2	HDDV	
	Exempt	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 <b>Exempt from Diesel Inspection</b>	
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 <b>Exempt, inspected by DOT</b>	
20	HIR	HEARSE COACH (Hearse or Hearse Invalid Regular)	
21	Y HIS	Y HISTORICAL <b>No emissions inspection</b>	
22	HIF	SPECIAL REG. HEARSE	
23	Y HSM	Y HISTORICAL MOTORCYCLE <b>No emissions inspection</b>	
24	Y LUA	Y LIMITED USE AUTOMOBILE <b>Exempt - Includes Low Speed Vehicles</b>	
25	JCA	COURT OF APPEALS	
26	Y SPC	Y SPECIAL PURPOSE COMMERCIAL <b>No inspection required</b>	
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 <b>No inspection required</b>	
36	Y MOT	Y MOTORCYCLE A <b>No emissions inspection</b>	
37	Y LMA	Y LIMITED USE MOTORCYCLE-TYPE <b>No emissions inspection</b>	
38	Y LMB	Y LIMITED USE MOTORCYCLE-TYPE B <b>No emissions inspection</b>	
39	Y LMC	Y LIMITED USE MOTORCYCLE-TYPE C <b>No emissions inspection</b>	
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 <b>No inspection required</b>
47		BOB		BIRTHPLACE OF BASEBALL
48		VAS	Y	VOLUNTEER AMBULANCE SERVICES
49		SOS		SURVIVORS OF THE SHIELD
50				OMNIBUS (Out-of-State) <b>May be inspected out of state</b>
51		AMB	Y	AMBULANCE <b>Exempt from Diesel Emissions Insp.</b>
52		OMS		(Special) OMNIBUS
53		OMF		(Public Service) OMNIBUS
54		OMT		(Taxi) OMNIBUS
55		OML		(Livery) OMNIBUS
56		OMR		(Regular) OMNIBUS <b>Exempt - Inspected by DOT</b>
57		OMV		(Vanity) OMNIBUS <b>Exempt - Inspected by DOT</b>
58		PHS		PEARL HARBOR SURVIVORS
59		GSM		GOLD STAR MOTHERS
60		CME		CORONER/MEDICAL EXAMINER
61				INTRASIT PERMIT
62		DLR		DEALER
64		MCD		MOTORCYCLE DEALER <b>Plates only, no vehicles, no inspection</b>
65		ATD		ALL TERRAIN DEALER
66		TRA		TRANSPORTER
67		RGL		REGIONAL
68		SPO		SPORTS
69		ORG		ORGANIZATIONS
70		IRP		INTERNATIONAL REG.PLAN <b>May be inspected out of state</b>
71				HAM - COMM
72		AGR	Y	AGRICULTURAL TRUCK <b>Exempt from Diesel Emissions Insp.</b>
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 <b>No emissions inspection</b>
84	Y	LTR		(Light Trailer) <b>No emissions inspection</b>
85	Y	SEM		(Commercial Semi-Trailer) <b>No emissions inspection</b>
86	Y	TRL		(Regular) TRAILER <b>No emissions inspection</b>
87	Y	HOU		HOUSE OR COACH TRAILER <b>No emissions inspection</b>
88		PSD		POLITICAL SUBDIVISION (Municipal or Thruway)
90	Y	BOT		MOTORBOATS <b>No inspection required</b>
93	Y	-		SNOWMOBILES <b>No inspection required</b>

## 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 C**

**DMV Quarterly Sticker Compliance Survey**



**APPENDIX C**  
**DMV QUARTERLY STICKER COMPLIANCE SURVEY**  
**Statewide**

Year	Vehicles surveyed per quarter				Total Vehicles	No Sticker				Improper Sticker				Sticker Expired 30 days or Less				Sticker Expired 31 - 60 Days				Sticker Expired Over 60 Days				Total	Percent of Non-Compliance			
	1	2	3	4		1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr		1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
2009	2536	2536	2536	2536	10144	3	1	9	1	0	2	3	4	28	41	40	43	23	16	13	20	14	16	26	30		2.68%	3.00%	3.59%	3.86%
Totals						14		9			152				72					86					333		3.28%			
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	20	29	26	28		3.86%	3.47%	3.15%	3.31%
Totals						41		7			130				69					103					350		3.45%			



## **APPENDIX D**

**NYVIP2 Station Messages #239, #240, #241, #242, #244, #245,  
#246, #247, #248, #249, #250, #251, #252, #253, and #256**



**NYVIP2 MESSAGE No. 239**

**DATE: 1/9/2018**

**TO: ALL INSPECTION STATIONS**

**FROM: OPUS INSPECTION INC**

**SUBJECT: TRANSACTION FEE (TEST AUTHORIZATION)**

This message is to inform you that there is no change in the test authorization (TA) fee for 2018. Each inspection/transaction pre-paid to Opus will remain the same at \$0.436 (43.6 cents) for the next year. Test Authorizations will continue to be sold in batches of twenty (20) at a cost of \$8.72 per batch. The TA fee is for each inspection your NYVIP2 CVIS conducts.

Under contract with the New York State Department of Motor Vehicles (NYSDMV), Opus Inspection Inc. (Opus) is the provider of Computerized Vehicle Inspection System (CVIS) equipment and information management for the New York Vehicle Inspection Program (NYVIP2). Your inspection station has a contract with Opus for those services.

NYSDMV does not have discretion in determining the test authorization fee amount each year. The contract between NYSDMV and Opus requires a recalculation of this fee each year based on the number of inspections/transactions occurring in the prior year by the entire inspection station network.

If you have questions, you may call Opus Inspection at 1-866-623-8378.

NYVIP2 MESSAGE No. 240

DATE: 2/23/2018

TO: ALL INSPECTION STATIONS

FROM: NYS DMV

SUBJECT: RETURNING 2018 INSPECTION CERTIFICATES

\*\*PRINT THIS MESSAGE AND DELIVER IT TO THE PERSON WHO MAINTAINS THE INSPECTION CERTIFICATE INVENTORY\*\*

According to regulation, "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 2018 expiration date, regulation requires that you return them by March 1<sup>st</sup> 2018. No credit or refunds for 2018 stickers will be given after December 31, 2018.

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.

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



# Department of Motor Vehicles

## VEHICLE SAFETY & CLEAN AIR

6 EMPIRE STATE PLAZA - ALBANY, NY 12228

### INSPECTION CERTIFICATE RETURN FORM

*Please place this form and any unused stickers in a secure and durable shipping container (e.g., a cardboard box or reinforced envelope) and include the following information with your shipment:*

Seven Digit DMV Facility Number: \_\_\_\_\_

Inspection Station Name: \_\_\_\_\_

Inspection Station Address: \_\_\_\_\_  
\_\_\_\_\_

Name of Contact Person: \_\_\_\_\_

Contact Phone Number: \_\_\_\_\_

Reason for Return: \_\_\_\_\_

<u>STICKER TYPE</u>	<u>YEAR</u>	<u>BEGINNING NUMBER</u>	<u>ENDING NUMBER</u>	<u>TOTAL STICKERS</u>

United States Postal Service  
Bureau of Consumer & Facility Services  
Accounting Unit  
PO Box 2700  
Albany, NY 12220-0700

All Other Carriers  
Vehicle Safety, Accounting Unit  
6 Empire State Plaza, Room 220  
Albany, NY 12228

**Important:** *If you are returning stickers for multiple facilities, please use a separate form and place the stickers in separate shipping containers. Do not place a new sticker order or requisition in the shipping container with your sticker returns. This will delay your new sticker order.*

**NYVIP2 MESSAGE No.241**

**DATE: 8/31/2018**

**TO: ALL INSPECTION STATIONS**

**FROM: OPUS INSPECTION INC**

**SUBJECT: NYVIP2 SOFTWARE UPDATES- Versions 18.06.01 and 18.08.01**

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

There will be **two** NYVIP2 software updates rolled out to all Emissions Inspection Stations beginning Tuesday September 4<sup>th</sup>. You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

The first software update version **18.06.01** includes an important Microsoft Windows operating systems update. Do not turn off, reboot, or interrupt this update. When completed, your NYVIP2 unit will return to the Startup screen. The second software update version **18.08.01** will follow within 1-2 business day(s) from the successful download of software version 18.06.01. You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

Once both software updates have been successfully installed your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer will be reporting software **version 18.08.01**

**Updates Include:**

- The Vehicle Inspection Receipt (VIR) will now display open safety and emissions recalls. Recall information is provided as a customer courtesy, and is not considered as part of the safety inspection of the vehicle's equipment.
- Link to the new DMV VERIFI website <https://www.verifiny.com/> which can be utilized by inspection stations that are also motor vehicle dealers.
- General NYVIP2 system updates and improvements

**UPDATE INSTRUCTIONS FOR BROADBAND (INTERNET) STATIONS**

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:**

If your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer communicates over a dial up connection, these software updates will require a manual installation. You will be contacted by your area Field Service Representative to schedule an on-site visit to install the updates.

If you have any questions, please contact the Opus Helpdesk at 1-866-OBD-TEST (623-8378)

NYVIP2 MESSAGE No. 244

DATE: 1/9/2019

TO: ALL INSPECTION STATIONS

FROM: NYS DMV

SUBJECT: RETURNING 2019 INSPECTION CERTIFICATES

\*\*PRINT THIS MESSAGE AND DELIVER IT TO THE PERSON WHO MAINTAINS THE INSPECTION CERTIFICATE INVENTORY\*\*

According to regulation, "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 2019 expiration date, regulation requires that you return them by March 1<sup>st</sup> 2019. No credit or refunds for 2019 stickers will be given after December 31, 2019.

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.

NYVIP MESSAGE No. 242

DATE: NOVEMBER 16, 2018  
TO: ALL INSPECTION STATIONS  
FROM: NYS DEPARTMENT OF MOTOR VEHICLES  
SUBJECT: 2020 STICKER ORDERING NOW AVAILABLE

**Below are instructions for ordering next year's stickers.**

**\*\*PLEASE PRINT A COPY OF THIS MESSAGE AND DELIVER IT TO THE PERSON WHO ORDERS YOUR INSPECTION STICKERS. \*\***

Inspection stickers with an expiration year of 2020 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>

**It is your responsibility to order next year's stickers promptly so that you have proper supply on hand by January 1, 2019. Sticker orders are processed in the order received. Please allow 3-4 weeks for processing.**

If you have any questions, please contact Sticker Issuance at (518) 474-2398.



# Department of Motor Vehicles

## VEHICLE SAFETY & CLEAN AIR

6 EMPIRE STATE PLAZA - ALBANY, NY 12228

### INSPECTION CERTIFICATE RETURN FORM

*Please place this form and any unused stickers in a secure and durable shipping container (e.g., a cardboard box or reinforced envelope) and include the following information with your shipment:*

Seven Digit DMV Facility Number: \_\_\_\_\_

Inspection Station Name: \_\_\_\_\_

Inspection Station Address: \_\_\_\_\_  
\_\_\_\_\_

Name of Contact Person: \_\_\_\_\_

Contact Phone Number: \_\_\_\_\_

Reason for Return: \_\_\_\_\_

<u>STICKER TYPE</u>	<u>YEAR</u>	<u>BEGINNING NUMBER</u>	<u>ENDING NUMBER</u>	<u>TOTAL STICKERS</u>

United States Postal Service  
Bureau of Consumer & Facility Services  
Accounting Unit  
PO Box 2700  
Albany, NY 12220-0700

All Other Carriers  
Vehicle Safety, Accounting Unit  
6 Empire State Plaza, Room 220  
Albany, NY 12228

Important: If you are returning stickers for multiple facilities, please use a separate form and place the stickers in separate shipping containers. Do not place a new sticker order or requisition in the shipping container with your sticker returns. This will delay your new sticker order. 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.

**NYVIP2 MESSAGE No.245**

**DATE: 1/22/2019**

**TO: ALL INSPECTION STATIONS**

**FROM: OPUS INSPECTION INC**

**SUBJECT: NYVIP2 SOFTWARE UPDATE – VERSION 18.11.12**

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

A NYVIP2 software update to version **18.11.12** will be rolled out to all Emissions Inspection Stations beginning Tuesday January 22, 2019. You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

This update includes important system updates and enhancements.

**UPDATE INSTRUCTIONS FOR BROADBAND (INTERNET) STATIONS**

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 analyzer communicates using a dial up connection, you must leave the analyzer powered on overnight on the Main Menu with the phone line connected. Updates performed via dial up connection will take place overnight.

**NOTE:** Software updates using dial-up connections will take longer. How long it will take depends upon your phone line performance and connection. We recommend that you check your phone service contract and understand charges you will incur due to long connection periods that are common with NYVIP2 software updates over dial-up.

**NYVIP2 MESSAGE No.246**

**DATE:** 3/13/2019  
**TO:** ALL INSPECTION STATIONS  
**FROM:** OPUS INSPECTION  
  
**SUBJECT: NYVIP2 SOFTWARE VERSION LOCKOUT 3/20/2019**

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

You need to take immediate action! On January 22, 2019 stations received NYVIP2 Message #245 which announced the rollout of software versions 18.11.12.

Please be sure that your NYVIP2 software is current and updated as required with version 18.11.12. The version number is displayed in the upper right hand corner of the NYVIP2 screen.

Stations that have not installed 18.11.12 software will be **locked out on Wednesday 3/20/19**.

A lockout will interrupt your ability to inspect vehicles until you successfully update to software version 18.11.12.

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](http://WWW.NYVIP.ORG) under "Program News" on the Home Page, or from your stations NYVIP2 Computerized Vehicle Inspection System (CVIS) by going to the Station/Facility Menu – Utilities Menu – Documents and Information – View Bulletins/Messages - to scroll through all NYVIP2 messages by clicking the drop-down arrow under "Message Center."

**NYVIP2 MESSAGE No. 247**

**DATE:** 3/20/2019  
**TO:** ALL MOTORCYCLE INSPECTION STATIONS  
**FROM:** OPUS INSPECTION INC

**SUBJECT: CURRENT INSPECTION REQUIREMENTS REGARDING MOTORCYCLE EXHAUST SYSTEMS AND MUFFLERS**

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

Recently, there have been a number of complaints regarding excessive motorcycle exhaust noise. This message is to remind you of the current inspection requirements regarding motorcycle exhaust systems and mufflers. These requirements may be found in section 79.28(c) of the *Motor Vehicle Inspection Regulations*, and may be accessed on the internet at <https://dmv.ny.gov/forms/cr79.pdf>.

All motorcycles that are equipped with an internal combustion engine must have a check of the exhaust system and muffler as part of a motorcycle safety inspection. The motorcycle must be rejected if any of the following conditions exist:

- System or elements are not securely fastened.
- Not equipped with an adequate exhaust system and muffler to prevent excessive noise.
- Equipped with cut outs, bypass, or any device which allows excessive noise.
- Equipped with a replacement exhaust system or components that are not equivalent to original.
- Diffusers or resonators or any internal muffler parts are removed.

Please be sure that you perform a thorough and complete inspection and that all of the prescribed standards are met before you issue a motorcycle inspection certificate. If you have any questions, please contact Technical Services at (518) 474-5282, select option #4.

**Note:** If your inspection station is not licensed to inspect motorcycles, please disregard this message. Thank you.

**NYVIP2 MESSAGE No.248**

**DATE: 7/8/2019**

**TO: ALL INSPECTION STATIONS**

**FROM: OPUS INSPECTION INC**

**SUBJECT: NYVIP2 CONTRACT EXTENSION**

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

Under contract with the New York State Department of Motor Vehicles (NYSDMV), Opus Inspection Inc. (Opus) is the provider of NYVIP2 inspection equipment, inspection data transmission, and information management for the New York Vehicle Inspection Program (NYVIP2). Your inspection station has a contract with Opus for those services.

DMV has recently extended Opus's contract which was to end November 30, 2020.

The amended contract will now end at midnight on November 30, 2021. During this extension period, services provided by Opus will remain the same as you receive today.

If you have any questions, please contact Clean Air at (518)473-0597 Option #4.

**NYVIP2 MESSAGE No.249**

**DATE: 8/20/2019**

**TO: ALL INSPECTION STATIONS**

**FROM: OPUS INSPECTION INC**

**SUBJECT: NYVIP2 SOFTWARE UPDATE 8/20/19 – VERSION 19.05.02**

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

A NYVIP2 software update to version **19.05.02** will be rolled out to all Emissions Inspection Stations beginning Tuesday August 20, 2019. You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

This update includes:

- Improved Utilities Menu Options and Documents and Information Updates
- VIR Reprint by Registration Plate Number or VIN
- Important System Updates and Enhancements

**UPDATE INSTRUCTIONS FOR BROADBAND (INTERNET) STATIONS**

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. 250**

**DATE: 9/9/2019**

**TO: ALL INSPECTION STATIONS**

**FROM: NYS DEPT. OF MOTOR VEHICLES**

**SUBJECT: ALTERED VEHICLE (STRETCH LIMOUSINE) REPORTING**

Effective October 9, 2019, Vehicle and Traffic Law Section 308-a requires all inspection stations to report to DMV any time an altered vehicle is presented for inspection, regardless if an inspection is conducted.

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

Within 24 hours of an altered vehicle being presented for inspection, you must send an "Altered Vehicle Report" (VS-1074SL - attached) to DMV via email at [limoreport@dmv.ny.gov](mailto:limoreport@dmv.ny.gov) or fax to **(518) 474-2739**.

In the near future, the NYVIP2 Computerized Vehicle Inspection System (CVIS) will be updated to enable inspection stations to report to DMV via CVIS.

**Inspection Allowed:**

- I. An altered vehicle that seats less than 11 persons (including driver) can be inspected.
- II. An altered vehicle that seats 11 or more persons (including driver) can be inspected only if a NYS Department of Transportation (NYSDOT) exemption letter is presented (sample attached).

**Reject Inspection:**

An altered vehicle that seats 11 or more persons (including driver) and whose operator does not possess a NYSDOT letter must be **REJECTED**.

**CVIS Altered Vehicle VIN "Block":**

Effective immediately, DMV has applied a CVIS VIN "Block" to known altered vehicles. A VIN Block prevents an inspection of that vehicle using your NYVIP CVIS.

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

Please share this information with all appropriate staff.



## Department of Motor Vehicles

## ALTERED VEHICLE REPORT

DATE

An inspection station must complete this form and notify the DMV within 24 hours any time an altered vehicle is presented for inspection, whether or not an inspection is conducted.

An altered vehicle is defined as a vehicle that has been stretched or widened to increase passenger capacity.

### INSTRUCTIONS

1. Complete sections 1-6. Do not leave any fields blank.
2. Email a copy of the completed form or send an email with all required information to [limoreport@dmv.ny.gov](mailto:limoreport@dmv.ny.gov) or fax the completed form to (518) 474-2739.

SECTION 1

### VEHICLE PLATE INFORMATION

PLATE NUMBER

STATE

SECTION 2

### VEHICLE INFORMATION

VEHICLE IDENTIFICATION NUMBER

SECTION 3

### SEATING CAPACITY

From the observations of the inspector, how many passengers will this vehicle hold (including the driver)? \_\_\_\_\_

SECTION 4

### DOT EXEMPTION

If the vehicle seats 11 passengers (including the driver) or more, were you given a DOT exemption letter?

No       Yes      If "Yes", you must email or fax a copy of the exemption letter with this form.

SECTION 5

### ALTERER INFORMATION

Is there a Federal Alterer's Safety Certificate affixed to the vehicle (normally found on the door jamb)?

No       Yes

SECTION 6

### FACILITY INFORMATION

FACILITY NAME

FACILITY NUMBER

NAME OF FACILITY REPRESENTATIVE/INSPECTOR

If you have questions about this process, contact DMV at (518) 473-0597.

NYVIP2 MESSAGE No. 251

DATE: 9/10/2019

TO: ALL INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: ALTERED VEHICLE (STRETCH LIMOUSINE) REPORTING & DOT EXEMPTION DOCUMENTS

**REFERENCE: NYVIP2 MESSAGE No. 250**

NYVIP2 Message No. 250, distributed yesterday (September 9, 2019), indicated that a sample NYS DOT Exemption Letter was attached – it was inadvertently left off. It is attached to this message.

A NYS DOT Exemption Letter is required in order for you to conduct an inspection of an altered vehicle with a seating capacity of 11 or more persons (including driver). If this letter is not provided, you must reject the inspection request.

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

**REMINDER:** Any time an altered vehicle is presented for inspection, regardless if an inspection is conducted, the station must send DMV a completed “Altered Vehicle Report” (VS-1074SL) and a copy of the DOT Exemption letter via email at [limoreport@dmv.ny.gov](mailto:limoreport@dmv.ny.gov) or fax to **(518) 474-2739**.

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

Please share this information with all appropriate staff.



## Department of Transportation

ANDREW M. CUOMO  
Governor

MARIE THERESE DOMINGUEZ  
Commissioner

DATE: [REDACTED]

To Whom It May Concern:

This letter will certify that the vehicle described below, does not require an inspection by the New York State Department of Transportation (NYSDOT), as the owner has described the intended use of the vehicle as a type that does not fall under the jurisdiction of NYSDOT in accordance with the NYS Transportation Law and department regulations.

Therefore, this vehicle does not require a copy of the NYSDOT Vehicle Inspection form (MC300) as a prerequisite to registering/renewal of the vehicle's NYS Motor Vehicle Registration. Rather than a NYSDOT inspection, the vehicle will require either a NYS annual vehicle or heavy vehicle inspection as required by New York State Department of Motor Vehicle regulations (15 NYCRR 79.2).

This letter should be maintained by the owner and a copy should be kept on the vehicle while in operation. The owner is advised that using the vehicle in a capacity other than described or physically altering the vehicle may invalidate this exemption letter. The letter is not transferrable and not intended to exempt or supersede interstate commercial motor vehicle requirements. It is issued for New York State periodic inspection purposes only.

Reason for exemption: **The vehicle is not being used in commerce and not being used to transport passenger for compensation.**

Owner / Operator's Legal Name: **SAMPLE NAME**

YEAR: 2019 MAKE: **FORD** MODEL: **EC3**

VIN#: **1GK1C000000000000** COLOR: **WHITE** SEATS: **15** NOTES: **THIS LETTER VALID WHEN VEHICLE IS ONLY USED AS A PROPERTY CARRYING VEHICLE AND NOT USED TO TRANSPORT PASSENGERS.**

If you have any questions or require further information, please contact me at: (518) 549-0482.

Sincerely,

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Chad R Smith, Intermodal Transportation Specialist - 2 (MCS)  
New York State Department of Transportation  
Passenger Carrier Safety Bureau  
Phone: (518)549-0482  
E-mail: chad.smith@dot.ny.gov

**NYVIP2 MESSAGE No.252**

**DATE:** 9/30/2019  
**TO:** ALL INSPECTION STATIONS  
**FROM:** OPUS INSPECTION

**SUBJECT: NYVIP2 SOFTWARE VERSION LOCKOUT MONDAY 10/7/2019**

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

You need to take immediate action! On August 20, 2019 stations received NYVIP2 Message #249 which announced the rollout of software versions 19.05.02.

Please be sure that your NYVIP2 software is current and updated as required with version 19.05.02. The version number is displayed in the upper right hand corner of the NYVIP2 screen.

**Stations that have not installed 19.05.02 software will be locked out on Monday 10/7/19.**

A lockout will interrupt your ability to inspect vehicles until you successfully update to software version 19.05.02.

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](http://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."

NYVIP MESSAGE No. 253

DATE: OCTOBER 24, 2019  
TO: ALL INSPECTION STATIONS  
FROM: NYS DEPARTMENT OF MOTOR VEHICLES  
SUBJECT: 2021 STICKER ORDERING NOW AVAILABLE

**Below are instructions for ordering next year's stickers.**

**\*\*PLEASE PRINT A COPY OF THIS MESSAGE AND DELIVER IT TO THE PERSON WHO ORDERS YOUR INSPECTION STICKERS. \*\***

Inspection stickers with an expiration year of 2021 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>

**It is your responsibility to order next year's stickers promptly so that you have proper supply on hand by January 1, 2020. Sticker orders are processed in the order received. Please allow 3-4 weeks for processing.**

If you have any questions, please contact Sticker Issuance at (518) 474-2398.

## NYVIP2 MESSAGE No. 256

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

A NYVIP2 software update to version **19.11.05** will be rolled out to all Emissions Inspection Stations beginning Wednesday February 5, 2020. You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

This update includes an important inspection station requirement which became effective October 9, 2019. Vehicle and Traffic Law Section 308-a requires all inspection stations to report to DMV any time an **altered vehicle** is presented for inspection, regardless of whether an inspection is conducted. This software release includes functionality that will present the inspector with altered vehicle questions which will easily allow your station to comply with altered vehicle reporting requirements.

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

Your station CVIS received three (3) previous NYVIP2 messages, #250, #251, and #252 in late 2019 to announce the mandatory altered vehicle reporting requirement. Go to [WWW.NYVIP.ORG](http://WWW.NYVIP.ORG) to view all previous NYVIP2 station messages.

**Note:** Emissions inspection stations receiving this message that use a NYVIP2 CVIS will no longer need to manually report to DMV using the VS-1074SL form. However, stations not using a NYVIP2 CVIS will need to continue using the VS-1074SL which can be downloaded from the [WWW.NYVIP.ORG](http://WWW.NYVIP.ORG) “Forms and Downloads” tab.

### UPDATE INSTRUCTIONS FOR BROADBAND (INTERNET) STATIONS

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