



Department of
Environmental
Conservation

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

NYVIP2

2020 Annual I/M Report

July 2021

DIVISION OF AIR RESOURCES

New York State Department of Environmental Conservation
625 Broadway, Albany NY 12233

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EXECUTIVE SUMMARY

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

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

During Calendar Year 2020, New York State emissions inspections were completed through the current New York Vehicle Inspection Program (NYVIP2) contract. NYVIP2 utilized a statewide network of approximately 9,600 decentralized inspection stations licensed by DMV. Mandatory onboard diagnostic (OBDII) inspections have been completed statewide since 2005 and are required for most model year (MY) 1996 and newer non-diesel light-duty vehicles (LDVs) and light-duty trucks (LDTs). Since July 2012, most 1997 and newer diesel-powered LDVs and LDTs have 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. Due to the planned phase-out of NYVIP, there were two I/M programs in operation during the last quarter of Calendar Year (CY) 2013 into January 2014, with the transition to the NYVIP2 program completed on January 15, 2014. In May 2019, the program manager contract with Opus was extended one year to November 30, 2021 utilizing the first of two possible one-year extensions. In February 2021, the program manager contract with Opus was extended one year utilizing the remaining one-year extension and will expire on November 30, 2022. The NYVIP3 RFP procurement process was released November 14, 2019, and the announcement of the winning vendor is expected in a few months.

During Calendar Year 2020, over 5.29 million motor vehicles were registered within NYMA². 3,827,254 NYMA vehicles³ received a NYVIP2 emissions inspection. The majority of the emissions-tested vehicles (3,684,234 or 96.26%) received OBDII inspections. In addition, over 5.33 million motor vehicles were registered in the Upstate I/M area². 3,974,052 Upstate vehicles³ received a NYVIP2 emissions inspection. The majority of the emissions-tested vehicles (3,778,465 or 95.08%) received OBDII inspections. NYS Executive Order 202.11, issued on March 27, 2020 in response to the COVID-19 pandemic, permitted lawful vehicle operation in the event of an expired inspection certificate due to pandemic-driven shutdowns. Executive Order 202.11 was in effect until November 3, 2020, and penalties for uninspected vehicles were not enforced until December 1, 2020.

Pursuant to a Consent Order filed on September 6, 1977, all yellow medallion taxi cabs under the jurisdiction of the New York City Taxi and Limousine Commission (T&LC) are required to receive three emissions inspections per year. Beginning in December 2003, the T&LC commenced mandatory OBDII inspections at their centralized test-only Woodside (Queens) facility for their applicable taxi fleet. Beginning in 2010, additional "For-Hire" vehicles became subject to mandatory OBDII inspections at the Woodside facility. During Calendar Year 2020, T&LC completed 94,685 OBDII inspections (initial and re-inspections) for 64,515 distinct vehicles³ (47,227 LDVs, 17,288 LDTs).

¹ See Appendix C for specific reporting related to 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 noticed in the Federal Register on February 28, 2012.

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

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

The federal annual reporting requirements for required I/M programs are found in 40 CFR Part 51 (Section 51.366). Unless otherwise noted, the applicable reporting period for the Calendar Year 2020 Annual Report is January 1, 2020 to December 31, 2020.

A. High-Enhanced I/M Program - NYMA

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 County⁴. NYMA was reclassified to "serious" nonattainment effective September 23, 2019. See: <https://www3.epa.gov/airquality/greenbook/hbtc.html>.

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 0.07 parts per million (ppm). On June 4, 2018, EPA designated the nine county NYMA MSA as nonattainment for the 2015 ozone NAAQS. The remainder of the state has been designated attainment/unclassifiable for the 2015 ozone NAAQS. Both the 2008 and 2015 ozone NAAQSs are currently in effect.

⁴ See: <https://www3.epa.gov/airquality/greenbook/hnmapa.html>

During Calendar Year 2020, 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; and
- 3) An emissions test as determined by registration class, weight, fuel type, and model year:

OBDII inspection: for model years 1996-2018 non-diesel/non-electric LDVs and LDTs; and for model years 1997-2018, diesel-powered, LDVs and LDTs.

Low-Enhanced, for model years 1996-2018 non-diesel/non-electric vehicles 8,501-18,000 lbs. gross vehicle weight rating (GVWR).

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

Table I.A: 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	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	OBDII	Low-Enhanced	OBDII
1996	OBDII	Low-Enhanced	Safety-Only
≤1995	Safety-Only	Safety-Only	Safety-Only

Based on a March 8, 2021 query of the DMV database, there were a total of 5,565,449 registrations within the 9 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 5,292,188 NYMA motor vehicle registrations being retained.

During Calendar Year 2020, 3,827,254 vehicles received an emissions inspection in NYMA. Of these, 3,684,234 distinct vehicles (2,201,658 LDVs, 1,482,576 LDTs) received at least one OBDII inspection. An additional 143,020 distinct vehicles (89 LDVs, 9,377 LDTs, and 133,554 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 Calendar Year 2020. A total of 3,711 public inspection stations operated in NYMA during Calendar Year 2020. See Tables II.B.1 below for additional statistical summaries.

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. The HDDV I/M program fact sheet can be found at: <http://www.dec.ny.gov/chemical/28892.html>

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

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. The components of the Upstate NYVIP2 emissions inspection during Calendar Year 2020 were:

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

OBDII inspection: for model year 1996-2018 non-diesel/non-electric LDVs and LDTs; and for model year 1997-2018, diesel-powered, LDVs and LDTs.

Low-Enhanced, for model year 1996-2018 non-diesel/non-electric vehicles 8,501-18,000 lbs. GVWR

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

Based on a March 8, 2021 query, there were a total of 6,165,539 registrations within the 53-county Upstate I/M area. However, certain registrations types (i.e., boats, motorcycles, ATVs, trailers, locomotives, etc.) are not subject to emissions inspections. These registration types were removed from further consideration with 5,333,123 Upstate motor vehicle registrations being retained.

During Calendar Year 2020, 3,974,052 vehicles received an emissions inspection in the Upstate I/M area. Of these, 3,778,465 vehicles (2,089,719 LDVs, 1,688,746 LDTs) received at least one OBDII inspection. An additional 195,587 vehicles (140 LDVs, 11,280 LDTs, and 184,167 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 Calendar Year 2020. A total of 5,973 inspection stations operated in the Upstate I/M area during Calendar Year 2020. See Table II.B.1 below for additional statistical summaries.

C. 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

During Calendar Year 2020, 64,515 TLC regulated vehicles (47,227 LDVs, 17,288 LDTs) received 73,395 initial OBDII inspections. Detailed statistics related to the T&LC inspection can be found in Table II.B.1, 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 calendar year, 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.

Unlike the NYVIP2 program, the T&LC does not authorize repair expenditure-based emissions waivers, model year-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 Calendar Year 2020, a total of 3,711 inspection stations were located within NYMA and 5,973 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 Calendar Year 2020 is contained in Table II.A. The current NYVIP2 program differs from the former NYVIP program in that the vast majority of inspection transactions are completed by broadband (>99%). As such, Table II.A differs from previous reports as dial-up communication statistics have been omitted. 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 2020)

Category	System Statistics				
	January to March	April to June	July to September	October to December	Total
(NYMA, UPSTATE, and T&LC)					
Transaction Volumes	2,602,700	2,661,282	3,407,095	2,925,154	11,596,231
Total Help Desk Calls	10,252	8,970	10,771	9,337	39,330
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, 2021. 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, 96.27% of the NYMA and 94.91% of the Upstate vehicles were gasoline-powered. Similarly, diesel-fueled vehicles represented 3.18% of the NYMA and 4.79% of the Upstate vehicle fleet, respectively. Only 0.55% of the NYMA and 0.30% of the Upstate vehicles, respectively, were powered with “Other” fuels. The “Other” fuels category includes compressed natural gas (CNG), propane, and electricity.

Table II.B.1: General Statistics on New York State I/M Areas (March 2021 Registrations)

Category	NYMA		UPSTATE	
	Count	% of Total	Count	% of Total
Number of Counties	9		53	
Number of Inspection Stations	3,711		5,973	
Number of Certified Inspectors	12,045		19,178	
Number of Registered Vehicles ⁵	5,292,188		5,333,123	
Gasoline-Fueled (all MYs)	5,094,645	96.27%	5,061,484	94.91%
- LDVs & LDTs -	5,010,203	94.67%	4,911,379	92.09%
a. Pre-1996 Model Years ⁶	93,386	1.76%	132,758	2.49%
c. 1996-2018 Model Years	3,764,248	71.13%	3,903,837	73.20%
d. 2019+ Model Years ⁵	1,152,569	21.78%	874,784	16.40%
- HDVs -	84,442	1.60%	150,105	2.81%
a. Pre-1996 Model Years ⁵	2,416	0.05%	8,034	0.15%
b. 1996-2018 Model Years	66,278	1.25%	114,552	2.14%
c. 2019+ Model Years ⁵	15,748	0.30%	27,519	0.52%
Diesel-Fueled (all MYs)	168,382	3.18%	255,614	4.79%
- LDVs & LDTs -	35,846	0.68%	56,731	1.06%
- HDVs -	132,536	2.50%	198,863	3.73%
Other Fuels (all MYs)	29,161	0.55%	16,025	0.30%
- LDVs & LDTs -	25,437	0.48%	13,777	0.26%
- HDVs -	3,724	0.07%	2,248	0.04%

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

⁶ Model Years exempt from emission testing in CY2020

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 Calendar Year 2020. Note that Table II.B.2 is based on inspection counts with the exception of Unknown Final Disposition reporting (items 14 and 15) which are based on unique VINs (See Appendix G).

Table II.B.2: NYVIP2 Summary Report (Calendar Year 2020)

NYVIP2 Summary	NYMA	Upstate	TLC
1. Total Inspections (Initial and Re-Inspection, All Test Types)	5,551,614	5,954,310	94,685
a. Light-duty Vehicles	3,697,608	3,660,010	67,092
b. Light-duty Trucks	1,695,000	1,977,905	27,593
c. Heavy-duty Vehicles	159,006	316,395	
2. Number of Initial Inspections (All Test Types)	5,305,679	5,697,619	73,395
a. Light-duty Vehicles	3,559,129	3,523,952	53,325
b. Light-duty Trucks	1,588,855	1,859,754	20,070
c. Heavy-duty Vehicles	157,695	313,913	
3. Number of Re-Inspections (All Test Types)	245,935	256,691	21,290
a. Light-duty Vehicles	138,479	136,058	13,767
b. Light-duty Trucks	106,145	118,151	7,523
c. Heavy-duty Vehicles	1,311	2,482	
4. Number of Inspections (Initial and Re-Inspection) by Test Type			
a. Safety-Only	1,218,964	1,502,564	
b. Low-Enhanced	149,832	203,479	
c. OBD	4,182,818	4,248,267	94,685
5. Safety Component Initial Failure Rates (All Test Types)			
a. Number of Initial Safety Inspections	5,305,679	5,697,619	73,395
b. Initial Safety Failure Rate	1.05%	1.75%	22.75%
c. Light-duty Vehicles - Safety Failure Rate	0.89%	1.58%	20.28%
d. Light-duty Trucks - Safety Failure Rate	1.43%	2.21%	29.33%
e. Heavy-duty Vehicles - Safety Failure Rate	0.83%	0.97%	n/a
6. Gas Cap Component Initial Failure Rates (Low-Enhanced, OBD)			
a. Number of Initial Gas Cap Inspections	4,085,388	4,175,273	73,395
b. Initial Gas Cap Failure Rate	0.01%	0.01%	0.00%
c. Light-duty Vehicles - Gas Cap Failure Rate	0.01%	0.01%	0.00%
d. Light-duty Trucks - Gas Cap Failure Rate	0.01%	0.01%	0.00%
e. Heavy-duty Vehicles - Gas Cap Failure Rate	0.01%	0.00%	n/a

NYVIP2 Summary	NYMA	Upstate	TLC
7. ECD Component Initial Failure Rates (Low-Enhanced, OBD)			
a. Number of Initial ECD Check Inspections	4,088,181	4,198,723	73,395
b. Initial ECD Check Failure Rate	0.02%	0.03%	0.27%
c. Light-duty Vehicles - ECD Check Failure Rate	0.02%	0.03%	0.31%
d. Light-duty Trucks - ECD Check Failure Rate	0.03%	0.03%	0.17%
e. Heavy-duty Vehicles - ECD Check Failure Rate	0.03%	0.02%	n/a
8. Low-Enhanced Emissions Initial Failure Rates			
a. Number of Initial Low-Enhanced Inspections	148,545	201,565	n/a
b. Initial Low-Enhanced Failure Rate	0.03%	0.02%	n/a
c. Light-duty Vehicles - Low-Enhanced Failure Rate	0.00%	0.00%	n/a
d. Light-duty Trucks - Low-Enhanced Failure Rate	0.00%	0.06%	n/a
e. Heavy-duty Vehicles - Low-Enhanced Failure Rate	0.03%	0.02%	n/a
9. OBD Initial Emissions Failure Rates (All Fuel Types)			
a. Number of Initial OBD Inspections	3,939,636	3,997,158	73,395
b. Initial OBD Failure Rate	5.35%	4.91%	6.56%
c. Light-duty Vehicles - OBD Failure Rate	4.95%	4.54%	5.98%
d. Light-duty Trucks - OBD Failure Rate	5.96%	5.42%	8.14%
10. OBD Re-Inspection Emissions Failure Rates (All Fuel Types) ^{4,7}			
a. Number of OBD Re-Inspections	243,182	251,109	21,290
b. OBD Re-Inspection Failure Rate	15.26%	12.32%	4.50%
c. Light-duty Vehicles - OBD Re-Inspection Failure Rate	14.91%	12.26%	4.31%
d. Light-duty Trucks - OBD Re-Inspection Failure Rate	15.71%	12.39%	4.85%
11. Number of OBD Waivers ⁸			
a. Light-duty Vehicles	447	452	n/a
b. Light-duty Trucks	570	586	n/a
c. Area Waiver Rate (# waivers / # initial failures)	0.50%	0.54%	n/a
12. Number of OBD 10-Day Extensions ⁶			
a. Light-duty Vehicles	43,854	41,642	n/a
b. Light-duty Trucks	38,885	43,597	n/a
13. OBD Initial Emissions Failure Rates, <u>Light-duty Diesel Vehicles</u> ⁴			
a. Number of Initial OBD LDDV Inspections	1,761	22,974	21
b. Initial OBD LDDV Failure Rate	18.68%	10.65%	14.29%

⁷ Re-inspections requiring only a safety inspection were excluded, so the reported values represent a “true” OBD re-inspection failure rate.

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
c. Light-duty Diesel Vehicle - OBD Initial Failure Rate	19.92%	9.74%	0.00%
d. Light-duty Diesel Truck - OBD Initial Failure Rate	16.91%	12.12%	27.27%
14. OBD Unknown Final Disposition (Based on Unique VINs) ⁹			
a. Number of Vehicles	13,485	20,480	158
b. % of Unknown Final Disposition	0.366%	0.542%	0.215%
15. Low-Enhanced Unknown Final Disposition (Based on Unique VINs) ⁸			
a. Number of Vehicles	8	1	n/a
b. % of Unknown Final Disposition	0.004%	0.001%	n/a

1. Vehicle Type for Reporting Purposes

The *Test Data Report* requirements of §51.366(a) includes basic statistics according to vehicle model year and vehicle type. Previously submitted annual and program evaluation reports have classified the inspected New York State fleet into 3 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 I.

⁹ The Procedure to Determine Vehicles with Unknown Final Outcome (Unique VINs) is described in detail in Appendix G.

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

Detailed Calendar Year 2020 statistics for NYVIP2, and New York City T&LC OBDII inspections are provided in Appendices A (Tables A-1 and 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.

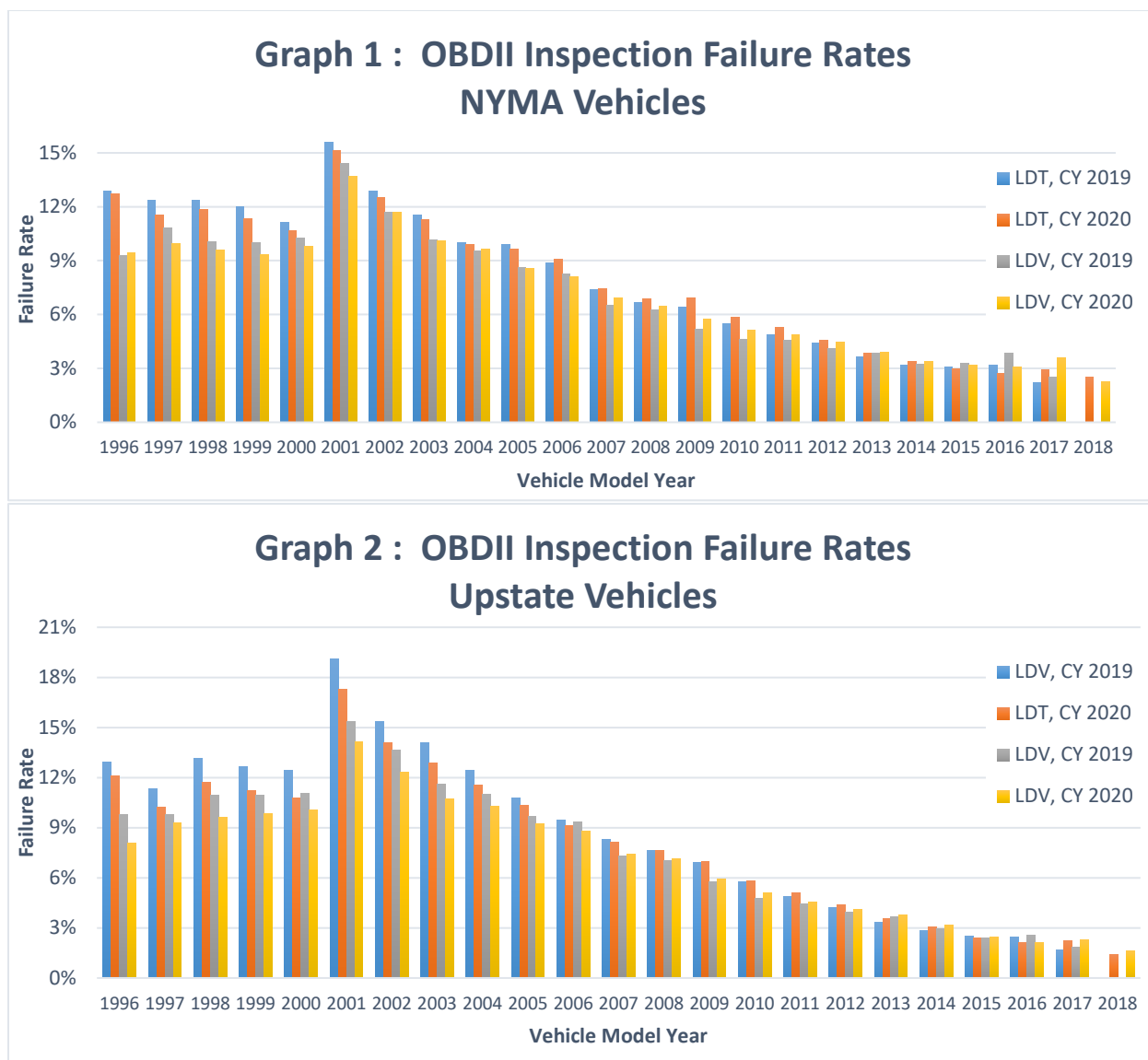
For NYMA, 2,201,658 LDVs and 1,482,576 LDTs (all fuel types, representing 96.26% of the total emissions tested fleet) received 3,939,636 initial NYVIP2 OBDII inspections. The initial OBDII failure rates for NYMA non-diesel LDVs and LDTs are 4.95% and 5.96% (5.20% combined) with waiver rates of 0.39% and 0.62% (0.50% combined), respectively. The corresponding initial OBDII failure rates for NYMA diesel-powered LDVs and LDTs are 19.92% and 16.91% (18.40% combined) with waiver rates of 1.55% and 0.00% (0.94% combined) respectively.

For the Upstate I/M Area, 2,089,719 LDVs and 1,688,746 LDTs (all fuel types, representing 95.08% of the total emissions tested fleet) received 3,997,158 initial OBDII inspections. The corresponding initial OBDII failure rates for Upstate non-diesel LDVs and LDTs are 4.54% and 5.42% (54.85% combined) with waiver rates of 0.46% and 0.61% (0.54% combined), respectively. The corresponding initial OBDII failure rates for Upstate diesel LDVs and LDTs are 9.74% and 12.12% (10.50% combined) with waiver rates of 0.00% and 0.75% (0.33% combined)¹¹, respectively.

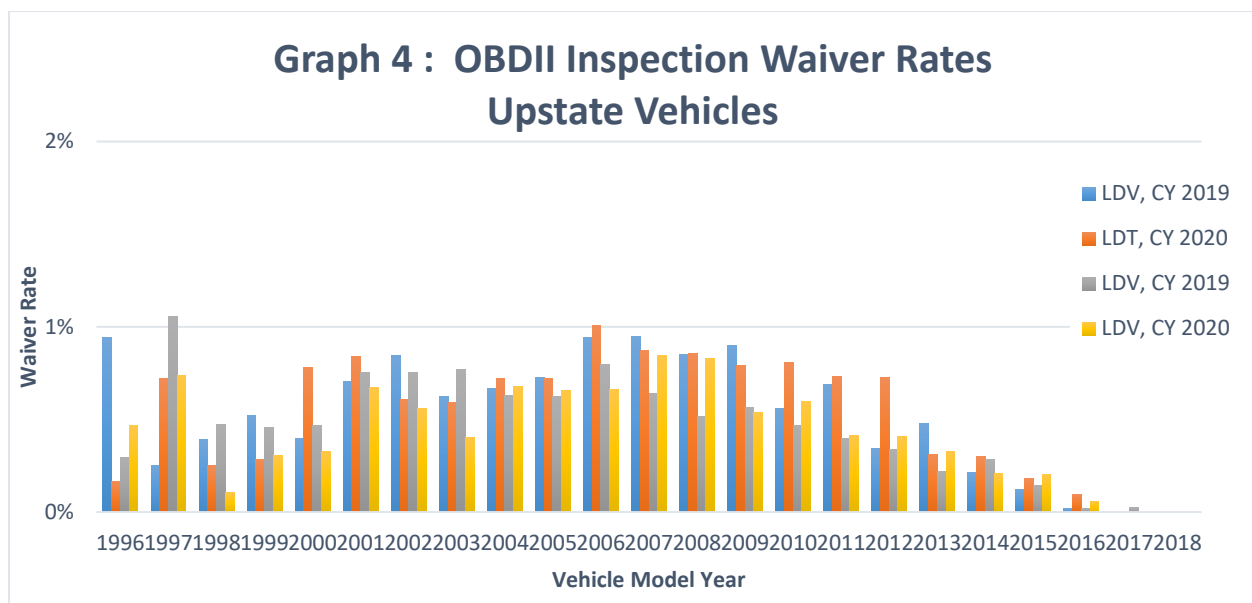
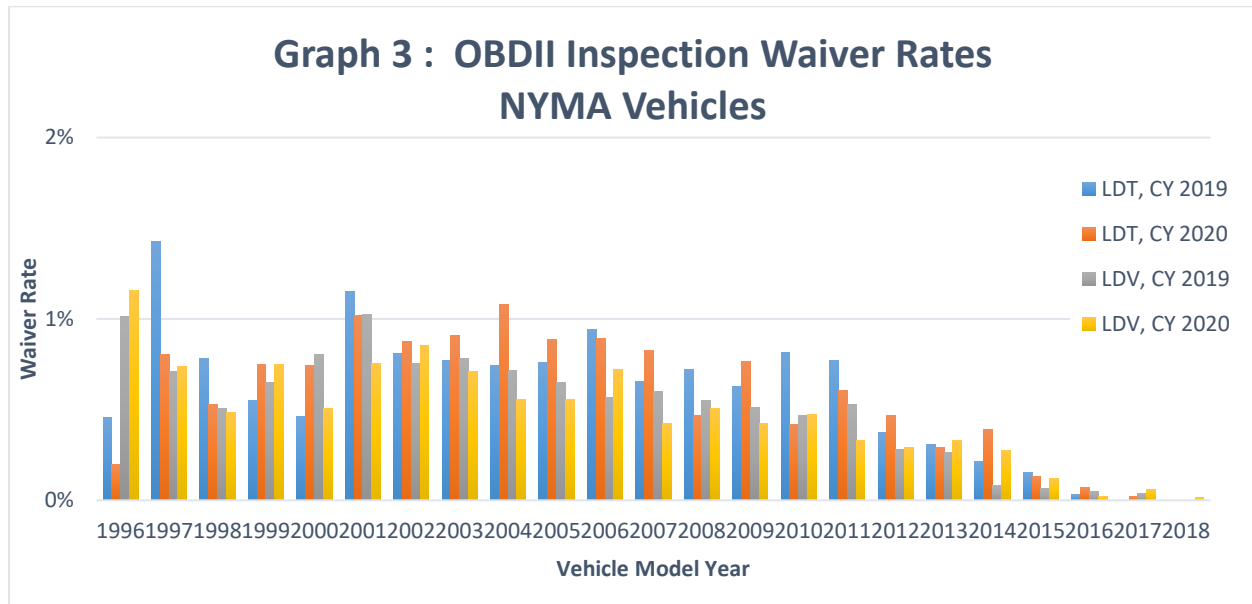
Statewide comparisons of initial OBDII failure rates by ‘vehicle model year’ and ‘vehicle type’ for Calendar Years 2019 and 2020 are shown in Graphs 1 and 2 below. Consistent with observations made in previous reports, there is a pronounced trend of increasing initial OBDII inspection failure rate as vehicles age (i.e., older model years) as well as a more noticeable “spike” associated with the 2001 model year. 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 model year, applicable vehicles will fail the OBDII inspection if 2 or more non-continuous monitors are reported as “Not Ready.” For MYs 1996-2000, 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 fourteen waivers were authorized for diesel-powered vehicles statewide.

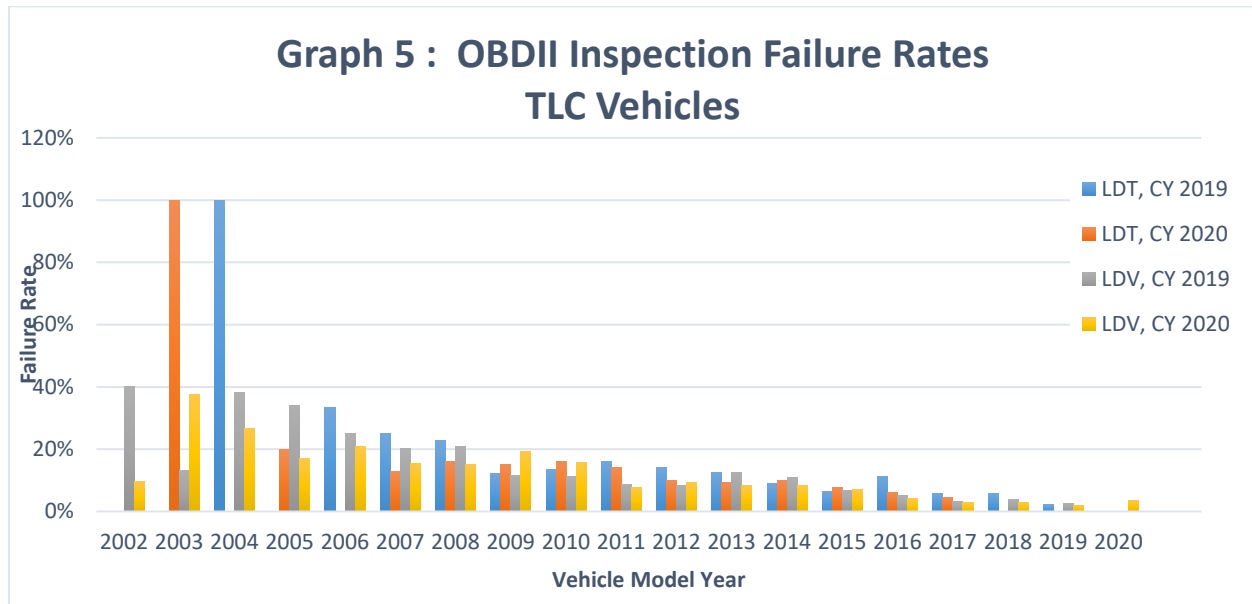


Statewide comparisons of NYVIP2 OBDII waiver rates by ‘vehicle model year’ and ‘vehicle type’ for Calendar Years 2019 and 2020 are shown below in Graphs 3 and 4. The overall waiver rates for NYMA and Upstate are comparable for both Calendar Years 2019 and 2020. Model Year 2001 vehicles (LDVs, LDTs) displayed the highest waiver rate for both I/M areas in both Calendar Years 2019 and 2020.



During Calendar Year 2020, the T&LC fleet completed 73,395 initial OBDII inspections on 53,325 distinct LDVs and 20,070 distinct LDTs. The corresponding initial OBDII failure rates for non-diesel LDVs and LDTs are 5.98% and 8.14%, respectively (6.55% combined). The corresponding values for diesel LDVs and LDTs are 0.00% and 27.27%, respectively (14.29% combined).

The T&LC OBDII inspection records are reported directly to Opus Inspection. Comparisons of T&LC OBDII inspection failure rates, by vehicle model year and vehicle type, for Calendar Years 2019 and 2020 are shown in Graph 5. Note that the T&LC does not authorize emissions related waivers.



3. Testing Facilities

Based on unique DMV station identification numbers, 9,684 public inspection stations completed NYVIP2 inspections statewide during Calendar Year 2020. 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 (863 and 752, respectively). The two counties with the highest LDV initial OBDII test volumes were Suffolk County (515,128 inspections) and Nassau County (472,599 inspections). The two counties with the highest LDT initial OBDII test volumes were again Suffolk County (373,559 inspections) and Nassau County (283,796 inspections). Bronx and Kings Counties had the highest OBDII failure rates for LDVs (6.04% and 5.65%, respectively) and LDTs (7.24% and 6.78%, respectively).

Within the Upstate I/M Area, Erie County had the largest number of testing facilities (764 facilities), as well as the highest LDV (288,527 inspections) and LDT (223,489 inspections) initial test volumes. The three highest LDV OBDII inspection failure rates were noted in Allegany (6.92%), Orleans (6.68%), and Montgomery (5.99%) counties. The three highest LDT failure rates were Allegany (7.56%), Franklin (6.97%) and Sullivan (6.85%) 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 3,711 NYMA inspection stations and 12,045 licensed inspectors, DMV conducted 2,010 overt audits and 132 covert audits during Calendar Year 2020.

These audits combined with consumer complaints led to DMV administrative hearings resulting in eight inspection station license revocations and seven station license suspensions (total of 250 days) during Calendar Year 2020. 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 2020)

Category	Overt Audit	Covert Audit	Surveillance	Complaints	TOTAL
Total Cases:	2,010	132	0	33	2,175
No Action	1,541	56	0	16	1,613
Warnings Issued	386	44	0	13	443
Hearings Held	83	32	0	4	119
Hearing Results:					
Adjourned	0	0	0	0	0
No Action	2	1	0	0	3
Warning Issued	0	0	0	0	0
Revocation	8	0	0	0	8
Suspension	7	4	1	12	
Civil Penalty (# of)	75	41	5	121	
Mainframe Case	84	42	5	131	
Civil Penalty Levied	\$183,005	\$20,650	\$2,550	\$206,205	
Days Suspended	164	21	65	250	

During Calendar Year 2020, DMV staff used 3 vehicles and 3 auditors for undercover covert audits in NYMA. Of the total of 132 covert audits, 42 audits involved setting vehicles to fail for a single component of the OBDII inspection. All 42 of these inspections were for the presence of the gas cap as well as numerous safety inspection related failures. Of the total covert audits (132), 98 inspection stations completed an appropriate inspection, 26 inspection stations completed an inappropriate inspection (covert vehicle set to fail, but inspection passed), and 8 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.

Potential data elements may include:

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

During Calendar Year 2020, 567 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 was a total of 33 NYMA consumer complaints resulting in 1 inspection station suspension (65 days) and 5 civil penalties during Calendar Year 2020.

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 297 administrative stops were issued in NYMA during Calendar Year 2020. Table II.C.2 summarizes the statistics on administrative stops.

Table II.C.2: Statistics on NYSDMV Administrative Stops
(Calendar Year 2020)

Reason for Issuing an Administrative Stop	NYMA	Upstate
Missing or Inoperative Equipment	99	119
Transferred right to apply for a public emission inspection station	95	105
Clean Air Inspection Audit	35	2
Management Review	23	13
Failure to Pay Civil Penalties	22	19
Bad Checks	4	2
Shortage for facility renewal	1	0
Suspended Pending Hearing	0	0
Failure to Have CVIS	0	0
Undeliverable returned mail	0	0
Out of Business	18	24
Revenue Accounting	0	0
Shortage for facility original licenses	0	0
Shortage for Sticker Order	0	0
No Communication from Facility	0	0
Failed NYSDEC NYTEST Equipment Audit	0	0
No Connection to VID	0	0
TOTAL	297	284

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 5,973 Upstate Area inspection stations and 19,178 licensed inspectors, DMV conducted 2,475 overt audits and 73 covert audits during Calendar Year 2020. These audits and consumer complaints led to DMV administrative hearings resulting in five inspection station license revocations and 11 station license suspensions (total of 375 days) during Calendar Year 2020. 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 2020)

Category	Overt Audit	Covert Audit	Surveillance	Complaints	TOTAL
Total Cases:	2,475	73	1	79	2,628
No Action	1,914	40	0	12	1,966
Warnings Issued	508	15	0	35	558
Hearings Held	53	18	1	32	104
Hearing Results:					
Adjourned	0	0	0	0	0
No Action	0	0	0	0	0
Warning Issued	0	0	0	0	0
Revocation	5	0	0	0	5
Suspension	7	2	2	2	11
Civil Penalty (# of)	58	17	31	106	
Mainframe Case	59	17	31	107	
Civil Penalty Levied	\$64,700	\$12,450	\$20,700	\$97,850	
Days Suspended	322	50	3	375	

During Calendar Year 2020, DMV used 4 vehicles and 7 auditors for undercover (covert) audits in the Upstate I/M Area. Of a total of 73 covert audits, 56 audits involved setting a vehicle to fail for a single component of an OBDII emissions test. The components set to fail included: 7 for gas cap, 25 for failing the OBDII readiness evaluation, 24 for PCV, and numerous safety inspection related failures. Of the total (73), 46 inspection stations completed an appropriate inspection, and 24 inspection stations completed an inappropriate inspection (i.e., covert vehicle set to fail, but inspection passed). 3 inspection stations did not honor the reservation to conduct an official inspection.

During Calendar Year 2020, DMV staff completed 377 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.

Potential data elements may include:

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

Consumer complaints can also initiate enforcement action. Based on a total of 79 consumer complaints from the Upstate I/M Area, 2 stations were suspended and 31 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, 284 administrative stops were issued in the Upstate I/M Area during Calendar Year 2020.

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 Calendar Year 2020, NYVIP2 issued 5,357,328 and 5,220,846 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 model year 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 105,365 traffic tickets issued to motorists in 2020 for operating an uninspected vehicle pursuant to Vehicle and Traffic Law, Section 306(b). Of these tickets, 44,399 were issued in NYMA and 60,966 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 Calendar Year 2020, 5,989,806 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, 306,607 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 2020)

Month	NYMA			Upstate		
	Renewals	Denials	% Denied	Renewals	Denials	% Denied
January	228,227	11,728	5.14%	228,011	6,506	2.85%
February	242,500	9,164	3.78%	219,340	4,960	2.26%
March	267,910	9,606	3.59%	305,388	5,829	1.91%
April	195,794	12,501	6.38%	234,398	7,342	3.13%
May	251,185	14,330	5.70%	271,308	8,247	3.04%
June	270,441	18,891	6.99%	271,993	11,787	4.33%
July	261,434	18,619	7.12%	252,833	11,637	4.60%
August	229,504	16,496	7.19%	232,112	10,553	4.55%
September	248,003	21,153	8.53%	240,078	13,305	5.54%
October	247,660	23,022	9.30%	252,459	15,351	6.08%
November	221,161	16,946	7.66%	270,846	11,636	4.30%
December	242,213	16,824	6.95%	305,008	10,174	3.34%
TOTAL	2,906,032	189,280	6.51%	3,083,774	117,327	3.80%

2. Sticker Compliance Survey

DMV continued the longstanding, quarterly sticker compliance survey and 2,308 sticker surveys were completed statewide during Calendar Year 2020. Surveys were discontinued from mid-March 2020 through the remainder of the calendar year because of the COVID-19 pandemic and Executive Order 202.11 discussed in further detail in II.E.4 below. The limited survey data available resulted in a statewide compliance rate of 96.14%, which is consistent with past surveys. A summary of the Calendar Year 2020 Sticker Compliance Survey is included as Appendix H.

E. Program Changes & Issues Discovered During the Reporting Period

1. Software Update

Software update version 19.11.05 was implemented beginning on February 5th, 2020. Details of the enhancements provided by the updates are included under Appendix J.

2. DMV Regulatory Changes, 15 NYCRR Part 79

15 NYCRR Part 79 was not revised during Calendar Year 2020.

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 within 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-iscap.htm>.

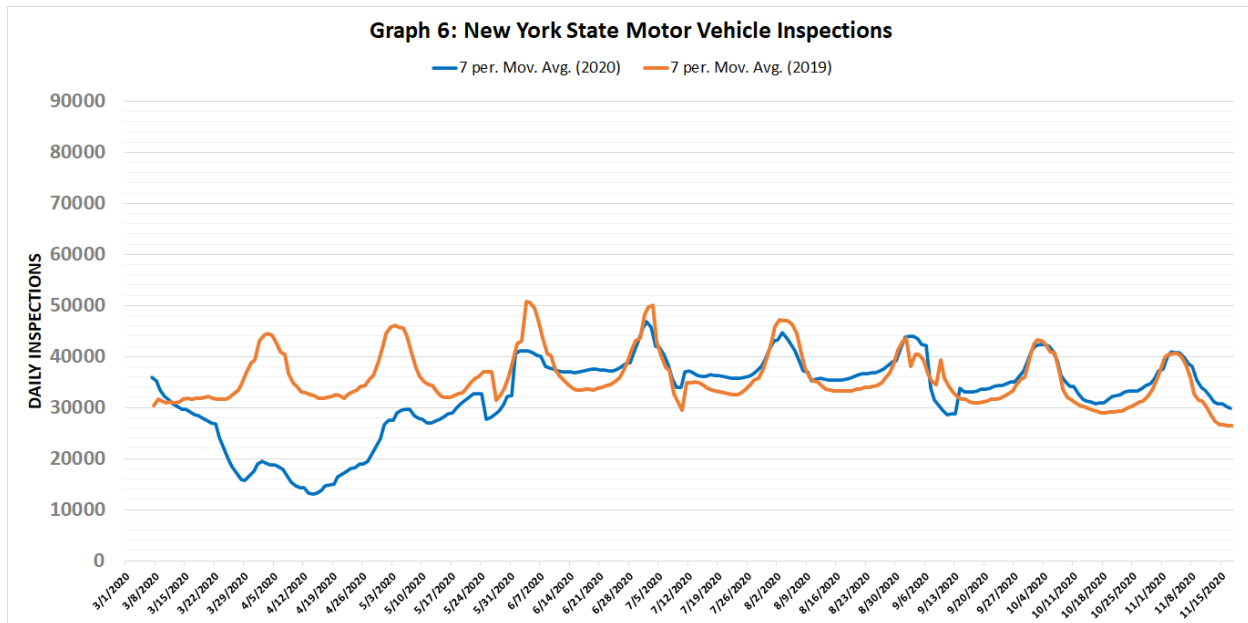
On March 28, 2012, DMV adopted changes to Section 79 to allow for statewide light-duty diesel (LDDV) OBDII inspections for MY 1997 and newer vehicles. The NYVIP inspection software was subsequently modified to require LDDV OBDII inspections beginning on July 1, 2012.

3. NYVIP2 Contractor Selection

DMV formally released the NYVIP2 Request for Proposals (RFP) on March 30, 2012. Following the review of five submitted proposals and subsequent approval by the NYS Office of the State Comptroller (OSC), the NYVIP2 contract was awarded to Opus Inspection. The transition from the original NYVIP contract (SGS TESTCOM) to NYVIP2 was completed on January 15, 2014. During Calendar Year 2020, all emission inspections (except for HDDV I/M) were completed through NYVIP2.

4. COVID-19 Impacts

NYS Executive Order 202.11, issued on March 27, 2020 in response to the COVID-19 pandemic, permitted lawful vehicle operation in the event of an expired inspection certificate due to pandemic-driven shutdowns. Executive Order 202.11 was in effect until November 3, 2020, and penalties for uninspected vehicles were not enforced until December 1, 2020.



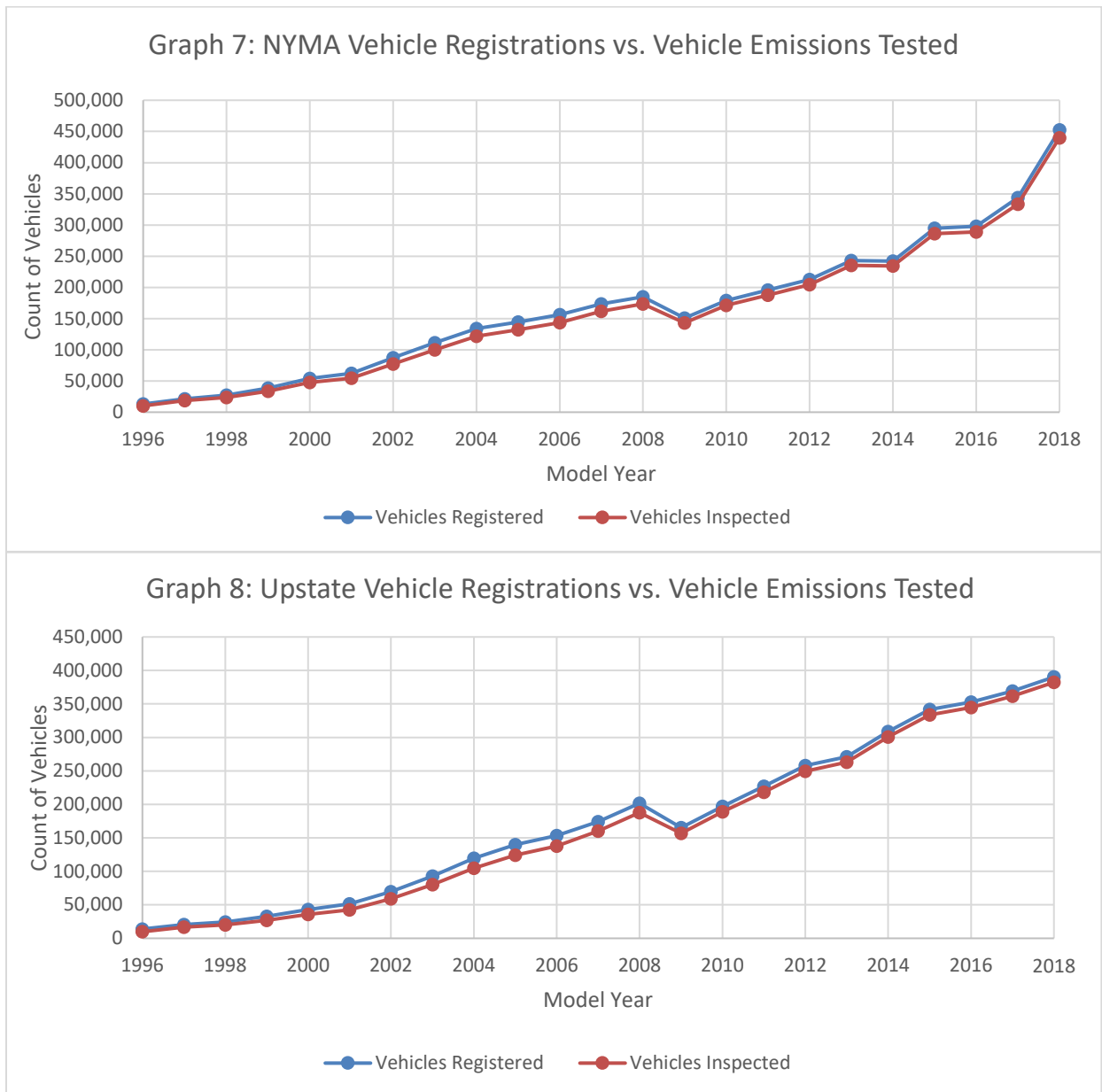
Given the impacts of pandemic-driven public behavior and NYS Executive Order 202.11, the number of daily motor vehicle inspections declined significantly from mid-March 2020 until the end of May, as shown in Graph 8 above. Note that in the above graph, 2019 data was shifted forward to align weekend data in 2019 with weekend data in 2020, to negate trends in inspection behavior based on day of the week.

Along with the decline in spring 2020 inspections in New York State, 2020 vehicle inspection data exhibits changed consumer behavior with more evenly-distributed daily data, as more people went to have their vehicles inspected during the lighter mid-month periods as well with the end-of-month spike in inspections not as prominent in the months immediately following the spring 2020 wave of COVID-19 infections.

As a result of EPA guidance, as well as Executive Order 202.11 and its extensions, quarterly sticker compliance surveys were discontinued in mid-March 2020, and have not resumed as of the writing of this report. Executive Order 202.11 and its extensions also resulted in an elevated percentage of denials for the Registration-Based Enforcement program, as vehicles with expired inspections were allowed to continue operating through the affected period.

F. Vehicle Registrations vs. Emissions Tests, CY 2020

The Departments and Opus Inspection compared vehicle registration data (i.e., vehicles potentially subject to emissions testing) to vehicles that actually received a passing (or waived) emission test for both NYMA and the Upstate areas for Calendar Year 2020. The procedure used for this comparison is described further within Appendix E, *Procedure to Sort DMV Registration File and Matching of Emissions Inspections – I/M Program Evaluation*. Appendix F contains the referenced *Registration Type Codes*. In summary, the NYMA and Upstate I/M areas were found to have a combined 94.76% compliance rate. Graphs 7 and 8 provide by model year comparisons for NYMA and the Upstate I/M areas.



III. CONCLUSIONS

New York State maintained viable motor vehicle inspection and maintenance programs (NYVIP2 and the NYC T&LC) without significant disruption or inconvenience to inspection stations and 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 percentage of emissions tested versus registered (Graphs 6 and 7) remain consistent with CY 2019 reporting, despite the impacts of the COVID-19 pandemic. In CY 2021, age-based emission exemptions will begin for MY 1996 OBDII inspected vehicles.

DEC and DMV staff completed the necessary regulatory and programmatic changes to implement the NYVIP2 I/M program to maximize its effectiveness through enhanced enforcement (data analysis, undercover operations) and focused quality assurance and quality control (waiver monitoring, station auditing) measures. Significant effort was devoted to the development of direct EPA reporting using the Opus Inspection database. These efforts will continue throughout the term of the contract.

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.

These continuing efforts on the part of DEC, DMV, and the T&LC enable New York State to achieve our enhanced I/M SIP obligations, including its intended goal of healthier, cleaner air for New York State.

Appendix A

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

Based on Data Collected from DMV Registration File Dated 3/08/21

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	Heavy Duty			
Pre-1996	104,527	1.98%	93,386	2,416	2,574	6,111	34	6		159,065	2.98%	132,758	8,034	4,114	14,102	38	19		
1996	14,289	0.27%	12,686	230	303	1,069	0	1		16,148	0.30%	12,522	831	750	2,044	0	1		
1997	23,422	0.44%	20,727	557	577	1,561	0	0		23,515	0.44%	18,438	1,265	1,172	2,634	0	6		
1998	29,124	0.55%	26,676	422	369	1,653	2	2		26,957	0.51%	22,946	1,056	522	2,424	6	3		
1999	42,013	0.79%	37,451	836	779	2,940	7	0		37,490	0.70%	29,977	1,638	1,646	4,198	16	15		
2000	58,141	1.10%	52,551	1,230	827	3,511	11	11		48,666	0.91%	40,202	1,943	1,569	4,926	18	8		
2001	66,332	1.25%	61,111	1,164	838	3,198	20	1		57,005	1.07%	48,253	2,317	1,827	4,574	30	4		
2002	90,847	1.72%	85,307	1,443	990	3,060	45	2		75,032	1.41%	65,701	2,440	2,151	4,477	247	16		
2003	115,366	2.18%	108,942	1,920	1,147	3,317	22	18		98,977	1.86%	88,299	3,076	2,512	5,051	14	25		
2004	139,456	2.64%	131,492	2,258	1,197	4,436	55	18		126,641	2.37%	114,425	3,837	2,520	5,812	33	14		
2005	151,268	2.86%	142,010	2,246	1,498	5,366	43	105		148,531	2.79%	134,589	3,885	2,731	7,281	32	13		
2006	164,585	3.11%	152,771	3,176	1,752	6,682	16	188		164,277	3.08%	147,815	4,212	3,205	8,902	109	34		
2007	182,874	3.46%	172,089	2,316	1,019	7,115	76	259		185,329	3.48%	170,702	3,433	1,927	8,942	315	10		
2008	192,659	3.64%	182,834	3,175	1,334	5,053	72	191		212,523	3.98%	198,197	5,022	2,085	7,010	207	2		
2009	156,424	2.96%	149,727	1,826	556	3,479	78	758		171,987	3.22%	162,994	3,412	774	4,664	137	6		
2010	184,048	3.48%	177,965	1,895	777	3,173	108	130		203,409	3.81%	194,889	3,162	877	4,266	176	39		
2011	202,501	3.83%	193,046	3,094	1,353	4,477	112	419		237,533	4.45%	221,730	6,086	2,260	7,159	242	56		
2012	220,342	4.16%	209,006	4,080	1,783	5,035	263	175		268,875	5.04%	251,678	6,503	2,609	7,465	424	196		
2013	251,656	4.76%	240,172	3,868	1,733	5,191	480	212		280,905	5.27%	265,053	6,163	2,488	6,652	438	111		
2014	251,814	4.76%	238,488	4,073	2,780	5,847	519	107		319,707	5.99%	301,530	6,440	3,610	7,553	411	163		
2015	307,718	5.81%	289,800	5,849	3,050	8,076	674	269		357,634	6.71%	329,969	11,402	4,446	11,124	518	175		
2016	312,196	5.90%	292,440	6,988	2,480	8,964	1,141	183		370,767	6.95%	342,279	12,584	2,711	12,376	639	178		
2017	357,872	6.76%	339,160	7,462	1,755	7,653	1,651	191		388,085	7.28%	359,541	12,824	2,046	12,215	1,143	316		
2018	467,627	8.84%	447,797	6,170	1,700	7,140	4,652	168		409,223	7.67%	382,108	11,021	2,246	11,818	1,782	248		
2019+	1,205,087	22.77%	1,152,569	15,748	2,675	18,429	15,356	310		944,842	17.72%	874,784	27,519	3,953	31,194	6,802	590		
Total	5,292,188		5,010,203	84,442	35,846	132,536	25,437	3,724		5,333,123		4,911,379	150,105	56,751	198,863	13,777	2,248		
% of Total		100.00%	94.67%	1.60%	0.68%	2.50%	0.48%	0.07%			100.00%	92.09%	2.81%	1.06%	3.73%	0.26%	0.04%		

* 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 1/1/2020 to 12/31/2020)

New York Metropolitan Area (9 Counties)										Upstate New York (53 Counties)										NYC Taxi & Limousine							
Vehicle Model Year			OBD II Inspected				Low-Enhanced Inspected Only				Total Vehicles			OBD II Inspected				Low-Enhanced Inspected Only				Total Vehicles		Model Year Distribution		OBD II Inspected	
			Light Vehicle	Duty Truck	Light Vehicle	Duty Truck	Heavy Vehicle	Light Vehicle	Duty Truck	Light Vehicle				Duty Truck	Heavy Vehicle	Light Vehicle	Duty Truck	Light Vehicle	Duty Truck								
1995										3	0.000%					3											
1996	11,801	0.308%	7,192	3,875			2	319	311	11,585	0.292%	5,239	4,867			2	11,280	572									
1997	19,783	0.517%	10,757	7,367					1,161	17,431	0.439%	7,124	7,895					1,515									
1998	25,543	0.667%	14,791	9,364					1,033	21,453	0.540%	9,673	9,960					1,275									
1999	36,220	0.946%	19,652	13,849					2,028	28,517	0.718%	12,981	12,310					2,300									
2000	50,933	1.331%	27,467	19,761					2,964	38,135	0.960%	17,673	16,111					3,460									
2001	58,519	1.529%	30,115	24,050					3,840	45,869	1.154%	21,283	19,284					4,598									
2002	82,378	2.152%	40,101	37,429					3,644	63,398	1.595%	28,105	29,222					5,180			1	0.001%			1		
2003	105,885	2.767%	51,857	47,676					5,642	85,084	2.141%	37,943	39,155					7,129			22	0.030%			21	1	
2004	127,930	3.343%	56,624	64,684					5,571	110,817	2.789%	45,746	55,763					8,121			25	0.034%			24	1	
2005	138,437	3.617%	65,346	66,295					6,192	131,064	3.298%	60,519	62,148					7,658			59	0.080%			49	10	
2006	149,728	3.912%	71,449	68,598					8,724	145,389	3.659%	69,709	66,189					8,171			68	0.093%			53	15	
2007	168,418	4.400%	86,101	75,726					5,830	167,745	4.221%	85,826	74,585					6,432			286	0.390%			239	47	
2008	179,802	4.698%	88,975	82,189					7,674	196,513	4.945%	96,020	90,605					9,030			402	0.548%			195	207	
2009	147,433	3.852%	87,712	54,984					4,395	162,172	4.081%	96,274	59,167					6,561			727	0.992%			447	280	
2010	175,533	4.586%	99,973	70,992					4,557	194,369	4.891%	106,713	81,473					6,169			1,101	1.502%			649	452	
2011	191,757	5.010%	95,100	89,544					7,098	224,887	5.659%	106,522	108,072					10,276			2,606	3.554%			1,485	1,121	
2012	207,893	5.432%	110,106	90,085					7,691	256,077	6.444%	130,858	114,374					10,824			3,023	4.123%			1,628	1,395	
2013	240,283	6.278%	131,959	101,072					7,236	270,058	6.796%	140,252	120,263					9,530			3,940	5.374%			2,568	1,372	
2014	238,989	6.244%	119,322	112,842					6,813	308,222	7.757%	142,663	156,136					9,408			7,921	10.803%			5,088	2,833	
2015	292,015	7.630%	143,057	139,485					9,461	340,847	8.578%	150,054	173,961					16,803			10,166	13.865%			6,431	3,735	
2016	297,847	7.782%	142,125	144,835					10,869	351,775	8.853%	146,871	187,468					17,408			12,108	16.514%			6,484	5,624	
2017	391,651	10.233%	224,768	155,268					11,595	385,542	9.702%	184,482	183,645					17,392			9,828	13.404%			6,852	2,976	
2018	488,476	12.763%	477,109	2,138					9,225	416,700	10.487%	387,189	15,146					14,355			11,461	15.632%			11,461		
2019																					6,263	8.542%			6,263		
2020																					3,229	4.404%			3,229		
2021																					83	0.113%			83		
Other*				468			87	9,058					547		135												
Total:	3,827,254	100.00%	2,201,658	1,482,576			89	9,377	133,554	3,974,052	100.00%	2,089,719	1,688,746		140	11,280	184,167		73,319	100.00%					53,250	20,069	
% of Total:			57.53%	38.74%			0.00%	0.25%	3.49%			52.58%	42.49%		0.00%	0.28%	4.63%								72.63%	27.37%	

* The post-inspection vehicle type classifications as discussed in Appendix I, inconsistent with emissions testing applicability (MY or HDV)

Appendix B

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II ---		--- Failed OBD II ---		MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	No DTC	With DTC	No DTC	With DTC		
1996	7,331	6,601	729	9.94%	6,600	1	729	0	0	223	6,378	630	8	1.10%
1997	10,952	9,841	1,109	10.13%	9,837	4	1,107	2	0	293	9,588	1,008	8	0.72%
1998	15,072	13,578	1,493	9.91%	13,577	1	1,493	0	0	397	13,016	1,549	7	0.47%
1999	20,057	18,144	1,912	9.53%	18,140	4	1,911	1	0	471	17,351	2,116	14	0.73%
2000	28,046	25,220	2,821	10.06%	25,214	6	2,819	2	0	788	24,484	2,607	14	0.50%
2001	30,907	26,596	4,307	13.94%	26,592	4	4,307	0	0	775	26,720	3,258	32	0.74%
2002	41,111	36,220	4,886	11.88%	36,216	4	4,882	4	0	805	35,577	4,526	41	0.84%
2003	53,114	47,628	5,478	10.31%	47,610	18	5,478	0	0	872	46,266	5,488	38	0.69%
2004	57,936	52,222	5,703	9.84%	52,207	15	5,700	3	2	940	50,209	6,510	31	0.54%
2005	66,972	61,108	5,852	8.74%	61,091	17	5,849	3	0	964	58,744	6,954	32	0.55%
2006	73,276	67,159	6,103	8.33%	67,147	12	6,101	2	0	1,010	64,089	7,834	43	0.70%
2007	88,509	82,208	6,262	7.07%	82,193	15	6,259	3	0	1,035	78,308	8,755	26	0.42%
2008	91,674	85,554	6,108	6.66%	85,536	18	6,105	3	0	882	82,665	7,761	30	0.49%
2009	90,551	85,207	5,337	5.89%	85,188	19	5,337	0	0	744	83,953	5,564	22	0.41%
2010	103,414	97,946	5,463	5.28%	97,926	20	5,462	1	0	650	96,867	5,576	25	0.46%
2011	99,755	94,732	5,009	5.02%	94,704	28	5,007	2	1	663	93,761	5,014	16	0.32%
2012	115,409	110,068	5,330	4.62%	110,041	27	5,329	1	0	566	109,073	5,366	15	0.28%
2013	139,812	134,134	5,666	4.05%	134,102	32	5,666	0	0	571	132,199	6,623	17	0.30%
2014	129,804	125,263	4,534	3.49%	125,234	29	4,533	1	0	445	123,931	5,093	11	0.24%
2015	159,303	153,970	5,319	3.34%	153,944	26	5,316	3	0	457	153,314	5,112	6	0.11%
2016	159,778	154,585	5,176	3.24%	154,528	57	5,174	2	0	393	154,685	4,252	1	0.02%
2017	266,758	256,695	10,044	3.77%	256,634	61	10,042	2	1	405	258,016	7,570	5	0.05%
2018	518,151	505,526	12,584	2.43%	505,433	93	12,580	4	5	805	507,245	8,531	2	0.02%
Total:	2,367,692	2,250,205	117,225	4.95%	2,249,694	511	117,186	39	9	15,154	2,226,439	117,697	444	0.38%

Appendix B

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	7,331	0	0.00%	0	0.00%	1	0.01%	3,042	41.56%	1,448	19.77%	1,093	17.62%
1997	10,952	0	0.00%	0	0.00%	0	0.00%	3,720	34.03%	1,600	14.63%	1,002	11.95%
1998	15,072	1	0.01%	0	0.00%	1	0.01%	3,858	25.64%	1,728	11.48%	1,123	11.17%
1999	20,057	40	0.20%	1	0.00%	9	0.04%	4,560	22.77%	2,173	10.84%	1,311	10.15%
2000	28,046	151	0.56%	7	0.03%	12	0.04%	6,358	22.70%	3,205	11.43%	1,576	9.13%
2001	30,907	557	1.80%	19	0.06%	88	0.29%	4,755	15.41%	2,658	8.61%	1,265	7.53%
2002	41,111	1,051	2.56%	20	0.05%	94	0.23%	5,283	12.87%	3,339	8.13%	1,138	6.44%
2003	53,114	443	0.83%	39	0.07%	300	0.57%	6,335	11.95%	3,722	7.02%	1,223	5.74%
2004	57,936	447	0.77%	23	0.04%	72	0.12%	6,764	11.69%	3,959	6.84%	1,247	5.01%
2005	66,972	295	0.44%	3	0.00%	25	0.04%	5,740	8.58%	4,709	7.04%	1,315	4.56%
2006	73,276	50	0.07%	1	0.00%	0	0.00%	5,916	8.09%	4,775	6.53%	1,177	4.30%
2007	88,509	13	0.01%	0	0.00%	1	0.00%	5,933	6.71%	5,085	5.75%	1,026	3.46%
2008	91,674	0	0.00%	1	0.00%	2	0.00%	6,574	7.18%	4,815	5.26%	984	3.04%
2009	90,551	0	0.00%	1	0.00%	2	0.00%	6,025	6.66%	4,139	4.57%	1,490	2.52%
2010	103,414	0	0.00%	1	0.00%	39	0.04%	5,769	5.58%	4,735	4.58%	1,955	1.99%
2011	99,755	0	0.00%	0	0.00%	301	0.30%	4,977	5.00%	4,580	4.59%	1,824	1.87%
2012	115,409	1	0.00%	1	0.00%	1,885	1.63%	4,759	4.13%	5,151	4.47%	2,116	1.86%
2013	139,812	2	0.00%	0	0.00%	3,074	2.20%	4,578	3.28%	5,612	4.02%	2,248	1.62%
2014	129,804	1	0.00%	2	0.00%	2,516	1.94%	3,504	2.70%	4,251	3.28%	1,981	1.54%
2015	159,303	7	0.00%	3	0.00%	3,340	2.10%	4,204	2.64%	4,794	3.01%	2,470	1.56%
2016	159,778	3	0.00%	2	0.00%	3,710	2.32%	4,100	2.57%	4,321	2.71%	2,036	1.28%
2017	266,758	6	0.00%	6	0.00%	7,124	2.67%	8,042	3.02%	8,927	3.35%	4,171	1.56%
2018	518,151	37	0.01%	33	0.01%	9,623	1.86%	7,415	1.43%	10,655	2.06%	7,279	1.41%
Total:	2,367,692	3,105	0.13%	163	0.01%	32,219	1.36%	122,211	5.17%	100,381	4.24%	43,050	2.16%

Model Year	Total Initial Tests	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	7,331	1,117	35.63%	0	0.00%	511	7.80%	291	19.85%	0	0.00%
1997	10,952	2,556	34.22%	0	0.00%	630	5.77%	440	22.61%	0	0.00%
1998	15,072	4,932	33.63%	0	0.00%	809	5.38%	594	21.60%	0	0.00%
1999	20,057	6,213	31.07%	1	0.74%	645	3.22%	503	13.36%	0	0.00%
2000	28,046	9,342	33.41%	2	0.90%	1,061	3.79%	723	10.46%	0	0.00%
2001	30,907	8,545	27.73%	2	0.97%	929	3.02%	820	11.36%	0	0.00%
2002	41,111	10,785	26.29%	0	0.00%	1,076	2.64%	861	10.16%	0	0.00%
2003	53,114	12,042	22.73%	0	0.00%	1,112	2.13%	915	10.09%	0	0.00%
2004	57,936	12,203	21.10%	0	0.00%	1,100	1.94%	917	9.96%	0	0.00%
2005	66,972	12,916	19.31%	0	0.00%	1,022	1.94%	873	10.63%	0	0.00%
2006	73,276	13,514	18.49%	1	0.22%	1,011	1.73%	854	10.04%	1	0.16%
2007	88,509	13,297	15.04%	0	0.00%	1,021	1.28%	728	7.08%	0	0.00%
2008	91,674	12,235	13.36%	1	0.17%	1,045	1.14%	712	5.81%	0	0.00%
2009	90,551	10,051	11.11%	0	0.00%	962	1.06%	390	3.54%	0	0.00%
2010	103,414	9,768	9.45%	2	0.33%	996	0.96%	359	3.39%	0	0.00%
2011	99,755	9,393	9.42%	0	0.00%	964	0.97%	335	2.53%	0	0.00%
2012	115,409	8,660	7.51%	0	0.00%	947	0.82%	278	2.61%	0	0.00%
2013	139,812	10,008	7.16%	0	0.00%	1,136	0.81%	237	2.09%	0	0.00%
2014	129,804	8,643	6.66%	0	0.00%	978	0.75%	158	1.79%	0	0.00%
2015	159,303	9,379	5.89%	0	0.00%	840	0.53%	88	1.07%	0	0.00%
2016	159,778	9,767	6.11%	0	0.00%	702	0.44%	132	1.60%	0	0.00%
2017	266,758	18,097	6.79%	0	0.00%	937	0.35%	60	0.64%	0	0.00%
2018	518,151	18,521	3.58%	0	0.00%	2,126	0.42%	151	0.76%	0	0.00%
Total:	2,367,692	231,984	9.84%	9	0.06%	22,560	0.98%	11,419	1.03%	1	0.00%

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 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II ---		--- Failed OBD II ---		MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	No DTC	With DTC	No DTC	With DTC		
1996	3,973	3,459	514	12.94%	3,457	2	514	0	0	219	3,211	522	1	0.19%
1997	7,540	6,656	884	11.72%	6,655	1	884	0	0	343	6,334	822	7	0.79%
1998	9,566	8,412	1,153	12.05%	8,408	4	1,152	1	0	407	7,958	1,143	6	0.52%
1999	14,172	12,527	1,641	11.58%	12,523	4	1,641	0	0	492	11,967	1,603	12	0.73%
2000	20,187	17,997	2,189	10.84%	17,993	4	2,189	0	1	633	17,013	2,394	16	0.73%
2001	24,702	20,912	3,782	15.31%	20,908	4	3,778	4	1	734	21,391	2,434	38	1.00%
2002	38,357	33,485	4,867	12.69%	33,479	6	4,865	2	0	1,005	32,623	4,506	42	0.86%
2003	48,855	43,249	5,602	11.47%	43,243	6	5,600	2	0	1,075	41,851	5,549	50	0.89%
2004	66,319	59,638	6,668	10.05%	59,621	17	6,666	2	0	1,254	56,984	7,762	71	1.06%
2005	67,915	61,268	6,639	9.78%	61,256	12	6,636	3	1	1,092	58,750	7,773	58	0.87%
2006	70,356	63,837	6,509	9.25%	63,825	12	6,508	1	1	1,056	60,159	8,886	57	0.88%
2007	77,751	71,822	5,922	7.62%	71,808	14	5,918	4	1	967	67,089	9,391	48	0.81%
2008	84,500	78,573	5,923	7.01%	78,557	16	5,922	1	1	966	74,904	8,379	27	0.46%
2009	56,720	52,719	3,994	7.04%	52,701	18	3,994	0	0	602	50,542	5,400	30	0.75%
2010	73,325	68,896	4,424	6.03%	68,885	11	4,423	1	0	614	66,869	5,604	18	0.41%
2011	93,198	88,119	5,066	5.44%	88,098	21	5,061	5	0	677	85,669	6,601	30	0.59%
2012	94,105	89,680	4,421	4.70%	89,664	16	4,421	0	0	582	87,368	5,915	20	0.45%
2013	106,761	102,491	4,255	3.99%	102,462	29	4,255	0	0	465	100,343	5,708	12	0.28%
2014	119,833	115,621	4,208	3.51%	115,600	21	4,206	2	0	537	113,237	5,778	16	0.38%
2015	151,975	147,280	4,676	3.08%	147,250	30	4,675	1	1	457	145,893	5,281	6	0.13%
2016	158,878	154,337	4,525	2.85%	154,300	37	4,522	3	0	378	152,821	5,280	3	0.07%
2017	176,632	171,153	5,471	3.10%	171,123	30	5,469	2	0	393	171,976	3,777	1	0.02%
2018	2,196	2,065	131	5.97%	2,065	0	131	0	0	12	2,085	85	0	0.00%
Total:	1,567,816	1,474,196	93,464	5.96%	1,473,881	315	93,299	34	7	14,960	1,437,037	110,593	569	0.61%

Appendix B

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp. Not Ready	Comprehensive Comp. %	Misfire Not Ready	Misfire %	Fuel Control Not Ready	Fuel Control %	Catalyst Not Ready	Catalyst %	O2 Sensor Not Ready	O2 Sensor %	ERG Not Ready	ERG %
1996	3,973	0	0.00%	0	0.00%	0	0.00%	1,793	45.20%	517	13.02%	445	17.38%
1997	7,540	0	0.00%	0	0.00%	0	0.00%	3,345	44.48%	1,011	13.42%	550	12.59%
1998	9,566	0	0.00%	0	0.00%	0	0.00%	3,332	34.84%	828	8.66%	647	11.63%
1999	14,172	0	0.00%	0	0.00%	0	0.00%	4,045	28.57%	1,433	10.12%	900	10.84%
2000	20,187	0	0.00%	0	0.00%	0	0.00%	4,464	22.13%	2,147	10.64%	1,096	10.14%
2001	24,702	127	0.51%	3	0.01%	2	0.01%	3,917	15.87%	2,302	9.33%	869	7.43%
2002	38,357	392	1.02%	2	0.01%	11	0.03%	4,856	12.67%	3,041	7.93%	721	5.21%
2003	48,855	374	0.77%	9	0.02%	79	0.16%	5,230	10.78%	3,475	7.15%	866	4.83%
2004	66,319	54	0.08%	9	0.01%	20	0.03%	6,658	10.05%	4,616	6.97%	975	4.38%
2005	67,915	13	0.02%	5	0.01%	3	0.00%	7,063	10.40%	5,026	7.40%	1,123	4.34%
2006	70,356	5	0.01%	2	0.00%	1	0.00%	6,303	8.96%	5,218	7.42%	1,248	4.71%
2007	77,751	3	0.00%	3	0.00%	3	0.00%	5,150	6.63%	4,688	6.03%	1,259	3.51%
2008	84,500	2	0.00%	1	0.00%	1	0.00%	5,120	6.06%	4,593	5.44%	1,368	3.46%
2009	56,720	0	0.00%	0	0.00%	0	0.00%	3,406	6.01%	3,238	5.71%	1,099	2.93%
2010	73,325	2	0.00%	1	0.00%	171	0.23%	3,645	4.97%	4,346	5.93%	1,514	2.44%
2011	93,198	1	0.00%	2	0.00%	699	0.75%	3,829	4.11%	5,776	6.20%	1,889	2.07%
2012	94,105	0	0.00%	3	0.00%	1,923	2.04%	2,695	2.87%	4,687	4.98%	1,934	2.06%
2013	106,761	5	0.00%	6	0.01%	2,299	2.15%	2,711	2.54%	4,433	4.15%	1,719	1.62%
2014	119,833	5	0.00%	8	0.01%	3,353	2.80%	2,636	2.20%	4,463	3.73%	1,519	1.27%
2015	151,975	12	0.01%	10	0.01%	2,433	1.60%	2,857	1.88%	4,348	2.86%	1,982	1.30%
2016	158,878	7	0.00%	5	0.00%	2,528	1.59%	2,821	1.78%	3,838	2.42%	1,936	1.22%
2017	176,632	9	0.01%	6	0.00%	3,378	1.91%	3,268	1.85%	5,017	2.84%	2,342	1.33%
2018	2,196	2	0.09%	0	0.00%	105	4.78%	84	3.83%	116	5.29%	52	2.38%
Total:	1,567,816	1,013	0.06%	75	0.00%	17,009	1.09%	89,228	5.69%	79,157	5.05%	28,053	2.29%

Model Year	Total Initial Tests	Evaporative Systems Not Ready	Evaporative Systems %	Heated Catalyst Not Ready	Heated Catalyst %	O2 Sensor Heater Not Ready	O2 Sensor Heater %	Secondary Air Injection Not Ready	Secondary Air Injection %	Air Conditioning Not Ready	Air Conditioning %
1996	3,973	436	36.73%	0	0.00%	482	12.57%	74	28.14%	0	0.00%
1997	7,540	1,684	39.98%	0	0.00%	762	10.54%	6	8.11%	0	0.00%
1998	9,566	3,487	41.28%	0	0.00%	774	8.09%	44	15.60%	0	0.00%
1999	14,172	5,585	42.37%	0	0.00%	1,196	8.44%	196	21.44%	0	0.00%
2000	20,187	7,223	37.48%	0	0.00%	1,679	8.32%	332	19.77%	0	0.00%
2001	24,702	8,523	34.55%	0	0.00%	1,410	5.71%	355	18.11%	0	0.00%
2002	38,357	12,035	31.39%	0	0.00%	1,899	4.98%	214	10.83%	0	0.00%
2003	48,855	16,469	33.89%	0	0.00%	1,608	3.43%	229	9.15%	0	0.00%
2004	66,319	18,863	28.47%	0	0.00%	1,611	2.47%	435	10.26%	0	0.00%
2005	67,915	17,129	25.23%	0	0.00%	2,067	3.23%	442	7.90%	2	0.40%
2006	70,356	16,284	23.15%	0	0.00%	1,795	3.12%	417	6.85%	0	0.00%
2007	77,751	15,739	20.25%	0	0.00%	1,300	1.71%	261	4.73%	3	0.39%
2008	84,500	13,981	16.55%	0	0.00%	1,292	1.53%	226	3.79%	0	0.00%
2009	56,720	8,615	15.19%	0	0.00%	908	1.60%	117	3.59%	0	0.00%
2010	73,325	9,321	12.72%	1	0.12%	1,054	1.44%	197	3.53%	0	0.00%
2011	93,198	10,644	11.42%	0	0.00%	1,156	1.24%	161	2.74%	0	0.00%
2012	94,105	9,530	10.13%	1	0.07%	970	1.03%	126	1.69%	0	0.00%
2013	106,761	8,595	8.05%	1	0.07%	1,078	1.01%	78	1.10%	0	0.00%
2014	119,833	8,541	7.13%	2	0.13%	1,004	0.84%	54	0.73%	0	0.00%
2015	151,975	9,195	6.05%	3	0.18%	998	0.66%	67	0.68%	0	0.00%
2016	158,878	8,359	5.26%	2	0.10%	842	0.53%	33	0.48%	0	0.00%
2017	176,632	8,227	4.66%	0	0.00%	1,007	0.57%	49	0.55%	0	0.00%
2018	2,196	149	6.81%	0	0.00%	20	0.92%	2	2.86%	0	0.00%
Total:	1,567,816	218,614	14.03%	10	0.00%	26,912	1.74%	4,115	4.14%	5	0.03%

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 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II ---		--- Failed OBD II ---		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On ----- No DTC With DTC	----- Not On ----- No DTC With DTC	----- Not On ----- No DTC With DTC	----- Not On ----- No DTC With DTC		
1996	5,332	4,889	442	8.29%	4,888	1	442	0	0	125	4,732	435	2	0.45%
1997	7,290	6,602	686	9.41%	6,600	2	685	1	0	174	6,479	599	5	0.73%
1998	9,848	8,883	964	9.79%	8,882	1	964	0	0	267	8,689	825	1	0.10%
1999	13,133	11,803	1,323	10.07%	11,801	2	1,323	0	0	305	11,613	1,114	4	0.30%
2000	18,031	16,176	1,850	10.26%	16,173	3	1,850	0	0	494	15,849	1,593	6	0.32%
2001	21,907	18,737	3,161	14.43%	18,734	3	3,161	0	0	603	18,904	2,258	21	0.66%
2002	28,732	25,110	3,618	12.59%	25,101	9	3,616	2	0	654	25,149	2,768	20	0.55%
2003	38,780	34,534	4,240	10.93%	34,527	7	4,238	2	0	739	34,221	3,495	17	0.40%
2004	47,136	42,208	4,921	10.44%	42,201	7	4,918	3	1	830	41,481	4,580	33	0.67%
2005	62,277	56,433	5,837	9.37%	56,424	9	5,829	8	0	1,026	54,819	6,098	38	0.65%
2006	71,842	65,392	6,442	8.97%	65,380	12	6,441	1	0	1,100	63,221	7,156	42	0.65%
2007	89,025	82,285	6,730	7.56%	82,265	20	6,726	4	1	1,166	79,393	8,075	55	0.82%
2008	99,641	92,357	7,279	7.31%	92,339	18	7,275	4	0	1,204	89,587	8,397	59	0.81%
2009	99,953	93,904	6,047	6.05%	93,886	18	6,040	7	1	1,035	91,800	6,801	32	0.53%
2010	110,790	105,045	5,740	5.18%	105,029	16	5,740	0	2	978	103,116	6,369	34	0.59%
2011	110,469	105,335	5,121	4.64%	105,314	21	5,119	2	0	782	103,627	5,703	20	0.39%
2012	135,433	129,790	5,637	4.16%	129,756	34	5,633	4	0	733	127,341	6,902	22	0.39%
2013	145,471	139,941	5,521	3.80%	139,921	20	5,518	3	0	679	137,509	6,935	18	0.33%
2014	147,466	142,774	4,682	3.17%	142,746	28	4,679	3	0	568	140,926	5,675	10	0.21%
2015	155,818	151,815	4,000	2.57%	151,787	28	3,996	4	0	468	150,658	4,358	8	0.20%
2016	156,013	152,464	3,541	2.27%	152,441	23	3,541	0	0	335	152,008	3,323	2	0.06%
2017	207,161	202,155	4,993	2.41%	202,101	54	4,991	2	0	223	202,610	3,855	0	0.00%
2018	418,336	411,124	7,180	1.72%	411,050	74	7,180	0	0	377	412,342	4,696	0	0.00%
Total:	2,199,884	2,099,756	99,955	4.54%	2,099,346	410	99,905	50	5	14,865	2,076,074	102,010	449	0.45%

Appendix B

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	5,332	0	0.00%	0	0.00%	0	0.00%	1,556	29.33%	880	16.58%	707	15.71%
1997	7,290	0	0.00%	0	0.00%	0	0.00%	1,795	24.71%	1,047	14.40%	658	11.75%
1998	9,848	0	0.00%	0	0.00%	0	0.00%	2,152	21.91%	1,062	10.81%	726	11.32%
1999	13,133	44	0.34%	3	0.02%	23	0.18%	2,595	19.82%	1,217	9.28%	862	10.46%
2000	18,031	82	0.48%	14	0.08%	19	0.11%	3,504	19.48%	1,689	9.38%	947	8.96%
2001	21,907	143	0.65%	16	0.07%	35	0.16%	3,176	14.53%	1,590	7.28%	873	7.10%
2002	28,732	347	1.21%	18	0.06%	45	0.16%	3,659	12.76%	1,940	6.76%	915	6.56%
2003	38,780	264	0.68%	37	0.10%	136	0.35%	4,319	11.18%	2,290	5.92%	1,073	5.91%
2004	47,136	317	0.67%	23	0.05%	46	0.10%	5,123	10.89%	2,865	6.09%	1,198	5.27%
2005	62,277	186	0.30%	12	0.02%	17	0.03%	5,649	9.09%	3,607	5.80%	1,601	5.01%
2006	71,842	23	0.03%	2	0.00%	0	0.00%	5,631	7.85%	3,889	5.42%	1,381	4.39%
2007	89,025	16	0.02%	0	0.00%	3	0.00%	5,781	6.50%	4,553	5.12%	1,210	3.49%
2008	99,641	0	0.00%	0	0.00%	1	0.00%	6,277	6.31%	5,156	5.18%	1,166	3.17%
2009	99,953	0	0.00%	1	0.00%	1	0.00%	4,762	4.77%	4,533	4.54%	1,783	2.44%
2010	110,790	0	0.00%	0	0.00%	52	0.05%	4,068	3.67%	4,615	4.17%	2,018	1.92%
2011	110,469	1	0.00%	1	0.00%	298	0.27%	3,436	3.11%	4,380	3.97%	1,912	1.78%
2012	135,433	1	0.00%	1	0.00%	1,320	0.97%	3,515	2.60%	5,001	3.69%	2,110	1.59%
2013	145,471	1	0.00%	4	0.00%	2,418	1.66%	3,334	2.29%	4,954	3.41%	2,050	1.42%
2014	147,466	1	0.00%	1	0.00%	2,339	1.59%	2,701	1.83%	3,954	2.68%	1,916	1.31%
2015	155,818	0	0.00%	2	0.00%	2,216	1.42%	2,341	1.50%	3,202	2.06%	1,863	1.20%
2016	156,013	7	0.00%	4	0.00%	1,979	1.27%	2,048	1.31%	2,682	1.72%	1,276	0.82%
2017	207,161	1	0.00%	3	0.00%	2,856	1.38%	3,086	1.49%	4,238	2.05%	2,048	0.99%
2018	418,336	21	0.01%	11	0.00%	4,779	1.14%	3,716	0.89%	5,521	1.32%	3,289	0.79%
Total:	2,199,884	1,455	0.07%	153	0.01%	18,583	0.85%	84,224	3.83%	74,865	3.41%	33,582	1.78%

Model Year	Total Initial Tests	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	5,332	516	33.48%	0	0.00%	337	6.75%	152	12.36%	0	0.00%
1997	7,290	1,508	35.65%	0	0.00%	550	7.59%	242	17.31%	0	0.00%
1998	9,848	3,371	37.48%	0	0.00%	703	7.17%	459	19.64%	0	0.00%
1999	13,133	4,576	35.12%	0	0.00%	492	3.76%	340	11.78%	0	0.00%
2000	18,031	6,437	36.06%	0	0.00%	816	4.54%	611	10.50%	0	0.00%
2001	21,907	6,640	30.46%	0	0.00%	809	3.71%	663	10.65%	0	0.00%
2002	28,732	8,422	29.41%	0	0.00%	916	3.24%	661	9.28%	0	0.00%
2003	38,780	10,667	27.63%	0	0.00%	1,060	2.83%	670	10.56%	0	0.00%
2004	47,136	11,811	25.13%	0	0.00%	1,114	2.43%	736	11.08%	0	0.00%
2005	62,277	13,605	21.88%	0	0.00%	1,356	2.61%	725	9.26%	0	0.00%
2006	71,842	16,402	22.86%	0	0.00%	1,440	2.39%	678	6.99%	0	0.00%
2007	89,025	17,605	19.79%	0	0.00%	1,803	2.21%	806	5.33%	0	0.00%
2008	99,641	17,317	17.39%	0	0.00%	1,925	1.94%	865	4.86%	0	0.00%
2009	99,953	14,414	14.43%	0	0.00%	1,492	1.49%	635	3.26%	0	0.00%
2010	110,790	13,065	11.80%	0	0.00%	1,615	1.46%	422	3.09%	0	0.00%
2011	110,469	11,561	10.47%	0	0.00%	1,470	1.33%	273	2.00%	0	0.00%
2012	135,433	11,789	8.71%	0	0.00%	1,537	1.14%	354	2.05%	0	0.00%
2013	145,471	10,956	7.54%	0	0.00%	1,543	1.06%	406	2.05%	0	0.00%
2014	147,466	9,621	6.53%	2	0.09%	1,440	0.98%	263	1.70%	0	0.00%
2015	155,818	7,736	4.97%	2	0.15%	882	0.57%	62	0.77%	0	0.00%
2016	156,013	7,386	4.74%	1	0.06%	716	0.46%	46	0.58%	0	0.00%
2017	207,161	9,952	4.81%	1	0.05%	706	0.34%	41	0.47%	0	0.00%
2018	418,336	11,447	2.74%	0	0.00%	1,546	0.38%	58	0.34%	0	0.00%
Total:	2,199,884	226,804	10.35%	6	0.03%	26,268	1.22%	10,168	4.40%	0	0.00%

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 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II ---		--- Failed OBD II ---		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On ----- No DTC With DTC	----- Not On ----- No DTC With DTC	----- Not On ----- No DTC With DTC	----- Not On ----- No DTC With DTC		
1996	4,988	4,378	610	12.23%	4,377	1	610	0	0	252	4,161	547	1	0.16%
1997	8,087	7,253	832	10.29%	7,251	2	832	0	0	323	6,909	829	6	0.72%
1998	10,270	9,045	1,225	11.93%	9,043	2	1,224	1	1	370	8,392	1,452	3	0.24%
1999	12,639	11,198	1,440	11.39%	11,197	1	1,439	1	0	401	10,936	1,229	4	0.28%
2000	16,604	14,786	1,815	10.93%	14,783	3	1,815	0	0	460	14,262	1,782	14	0.77%
2001	20,024	16,523	3,501	17.48%	16,519	4	3,497	4	0	525	17,561	1,821	29	0.83%
2002	30,267	25,946	4,317	14.26%	25,941	5	4,313	4	0	781	26,250	3,040	26	0.60%
2003	40,623	35,313	5,306	13.06%	35,303	10	5,304	2	0	938	35,325	4,037	31	0.58%
2004	57,788	51,043	6,741	11.67%	51,031	12	6,739	2	0	1,209	50,415	5,940	48	0.71%
2005	64,384	57,631	6,745	10.48%	57,622	9	6,744	1	1	1,136	56,232	6,736	48	0.71%
2006	68,503	62,179	6,317	9.22%	62,169	10	6,316	1	1	1,098	59,223	7,947	63	1.00%
2007	77,524	71,113	6,404	8.26%	71,092	21	6,402	2	0	1,125	68,423	7,730	54	0.84%
2008	94,126	86,792	7,323	7.78%	86,780	12	7,319	4	0	1,181	84,006	8,689	62	0.85%
2009	61,363	57,025	4,335	7.06%	57,017	8	4,333	2	0	736	54,683	5,803	33	0.76%
2010	84,487	79,495	4,987	5.90%	79,479	16	4,984	3	0	789	76,932	6,589	40	0.80%
2011	112,289	106,514	5,765	5.13%	106,499	15	5,764	1	0	928	103,337	7,770	41	0.71%
2012	118,703	113,444	5,250	4.42%	113,425	19	5,249	1	0	776	110,378	7,327	35	0.67%
2013	125,415	120,875	4,534	3.62%	120,858	17	4,534	0	0	632	116,991	7,597	14	0.31%
2014	162,575	157,624	4,945	3.04%	157,596	28	4,945	0	0	695	153,844	7,773	15	0.30%
2015	181,720	177,339	4,373	2.41%	177,302	37	4,373	0	1	493	175,271	5,639	6	0.14%
2016	198,514	194,267	4,232	2.13%	194,237	30	4,232	0	0	376	193,358	4,385	4	0.09%
2017	206,210	201,306	4,893	2.37%	201,259	47	4,892	1	1	281	201,961	3,538	0	0.00%
2018	15,217	14,982	235	1.54%	14,981	1	235	0	0	22	14,902	255	0	0.00%
Total:	1,772,320	1,676,071	96,125	5.42%	1,675,761	310	96,095	30	5	15,527	1,643,752	108,455	577	0.60%

----- Page B-2-b-i -----

Appendix B

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		EGR	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	4,988	0	0.00%	0	0.00%	0	0.00%	1,598	32.13%	573	11.51%	452	12.78%
1997	8,087	0	0.00%	0	0.00%	0	0.00%	2,573	31.85%	932	11.59%	532	10.43%
1998	10,270	0	0.00%	0	0.00%	0	0.00%	3,047	29.70%	967	9.42%	634	9.57%
1999	12,639	0	0.00%	0	0.00%	0	0.00%	3,268	25.93%	1,095	8.67%	723	9.27%
2000	16,604	0	0.00%	0	0.00%	0	0.00%	4,019	24.23%	1,485	8.95%	747	7.93%
2001	20,024	39	0.19%	2	0.01%	3	0.01%	3,483	17.40%	1,628	8.13%	771	6.66%
2002	30,267	151	0.50%	1	0.00%	5	0.02%	4,325	14.30%	2,134	7.05%	482	5.41%
2003	40,623	156	0.38%	7	0.02%	44	0.11%	5,005	12.41%	2,658	6.56%	578	5.36%
2004	57,788	24	0.04%	3	0.01%	13	0.02%	6,642	11.51%	3,742	6.48%	871	5.03%
2005	64,384	0	0.00%	1	0.00%	0	0.00%	6,979	10.86%	4,047	6.29%	1,008	4.24%
2006	68,503	0	0.00%	1	0.00%	1	0.00%	5,721	8.36%	3,915	5.72%	1,047	4.20%
2007	77,524	1	0.00%	1	0.00%	1	0.00%	5,527	7.14%	4,294	5.55%	1,367	3.97%
2008	94,126	1	0.00%	1	0.00%	1	0.00%	6,022	6.41%	5,232	5.56%	1,599	3.82%
2009	61,363	0	0.00%	0	0.00%	1	0.00%	3,253	5.31%	3,256	5.31%	1,285	3.32%
2010	84,487	0	0.00%	0	0.00%	344	0.41%	3,386	4.01%	4,612	5.46%	1,658	2.32%
2011	112,289	1	0.00%	0	0.00%	880	0.78%	3,579	3.19%	5,797	5.16%	2,149	1.95%
2012	118,703	3	0.00%	2	0.00%	2,124	1.79%	3,179	2.68%	5,074	4.28%	2,160	1.84%
2013	125,415	2	0.00%	3	0.00%	2,668	2.13%	2,726	2.17%	3,973	3.17%	1,722	1.38%
2014	162,575	3	0.00%	4	0.00%	5,237	3.22%	2,759	1.70%	4,440	2.73%	1,808	1.11%
2015	181,720	3	0.00%	5	0.00%	2,385	1.31%	2,294	1.26%	3,661	2.02%	1,744	0.96%
2016	198,514	4	0.00%	3	0.00%	2,294	1.16%	2,241	1.13%	3,391	1.71%	1,623	0.82%
2017	206,210	15	0.01%	5	0.00%	2,953	1.43%	2,629	1.28%	4,209	2.04%	1,825	0.89%
2018	15,217	3	0.02%	4	0.03%	138	0.91%	111	0.73%	171	1.13%	94	0.62%
Total:	1,772,320	406	0.02%	43	0.00%	19,092	1.08%	84,366	4.76%	71,286	4.02%	26,879	1.88%

Model Year	Total Initial Tests	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	4,988	427	44.43%	0	0.00%	601	12.14%	152	21.62%	0	0.00%
1997	8,087	1,377	43.91%	0	0.00%	995	12.46%	7	8.64%	0	0.00%
1998	10,270	4,060	48.67%	0	0.00%	1,012	9.86%	10	7.19%	0	0.00%
1999	12,639	5,243	47.96%	0	0.00%	1,150	9.10%	145	18.13%	0	0.00%
2000	16,604	6,269	41.22%	0	0.00%	1,490	8.98%	336	17.55%	0	0.00%
2001	20,024	7,908	39.53%	0	0.00%	1,369	6.84%	523	23.52%	0	0.00%
2002	30,267	10,815	35.76%	1	0.24%	1,765	5.87%	161	12.27%	0	0.00%
2003	40,623	16,438	40.58%	0	0.00%	1,314	3.48%	45	3.58%	0	0.00%
2004	57,788	19,501	33.78%	0	0.00%	1,749	3.05%	306	8.39%	0	0.00%
2005	64,384	17,429	27.11%	0	0.00%	2,834	4.64%	401	6.93%	5	0.79%
2006	68,503	18,812	27.49%	0	0.00%	2,535	4.15%	292	4.35%	4	0.66%
2007	77,524	19,106	24.67%	0	0.00%	2,014	2.64%	312	3.82%	2	0.16%
2008	94,126	20,477	21.78%	0	0.00%	2,321	2.47%	317	3.16%	0	0.00%
2009	61,363	11,120	18.13%	0	0.00%	1,443	2.35%	102	2.27%	0	0.00%
2010	84,487	12,225	14.48%	2	0.09%	1,679	1.99%	119	1.74%	0	0.00%
2011	112,289	12,876	11.47%	0	0.00%	1,722	1.53%	87	1.07%	0	0.00%
2012	118,703	11,203	9.44%	0	0.00%	1,548	1.30%	171	1.09%	0	0.00%
2013	125,415	9,552	7.62%	0	0.00%	1,562	1.25%	188	1.18%	0	0.00%
2014	162,575	10,100	6.21%	0	0.00%	1,460	0.90%	138	0.69%	0	0.00%
2015	181,720	9,250	5.09%	0	0.00%	1,191	0.66%	168	0.83%	0	0.00%
2016	198,514	8,406	4.24%	1	0.03%	1,009	0.51%	35	0.33%	0	0.00%
2017	206,210	8,192	3.97%	0	0.00%	1,270	0.62%	16	0.15%	0	0.00%
2018	15,217	359	2.36%	0	0.00%	46	0.30%	2	0.23%	0	0.00%
Total:	1,772,320	241,145	13.72%	4	0.00%	34,079	1.94%	4,033	2.59%	11	0.03%

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 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II ---		--- Failed OBD II ---		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On ----- No DTC With DTC	----- Not On ----- No DTC With DTC	----- Not On ----- No DTC With DTC	----- Not On ----- No DTC With DTC		
1997	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
1998	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
1999	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2000	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2001	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2002	1	0	1	100.00%	0	0	1	0	0	0	1	0	0	0.00%
2003	21	19	2	9.52%	19	0	2	0	0	1	20	0	0	0.00%
2004	24	15	9	37.50%	15	0	9	0	0	3	19	2	0	0.00%
2005	49	36	13	26.53%	36	0	13	0	0	3	43	3	0	0.00%
2006	53	44	9	16.98%	44	0	9	0	0	6	43	4	0	0.00%
2007	239	189	50	20.92%	189	0	50	0	0	17	204	18	0	0.00%
2008	195	165	30	15.38%	165	0	30	0	0	11	169	14	0	0.00%
2009	446	379	67	15.02%	379	0	67	0	0	17	398	29	0	0.00%
2010	648	523	125	19.29%	523	0	125	0	0	32	560	52	0	0.00%
2011	1483	1,248	235	15.85%	1248	0	235	0	0	66	1,327	85	0	0.00%
2012	1626	1,499	127	7.81%	1499	0	127	0	0	28	1,475	119	0	0.00%
2013	2567	2,329	238	9.27%	2329	0	238	0	0	51	2,315	196	0	0.00%
2014	5087	4,661	426	8.37%	4661	0	426	0	0	83	4,649	345	0	0.00%
2015	6429	5,895	534	8.31%	5895	0	534	0	0	124	5,935	359	0	0.00%
2016	6484	6,035	449	6.92%	6035	0	449	0	0	75	6,073	328	0	0.00%
2017	6852	6,575	277	4.04%	6575	0	277	0	2	41	6,527	274	0	0.00%
2018	11461	11,124	337	2.94%	11124	0	337	0	1	58	11,002	360	0	0.00%
2019	6263	6,077	186	2.97%	6077	0	186	0	0	17	6,127	98	0	0.00%
2020	3229	3,163	66	2.04%	3163	0	66	0	0	3	3,179	35	0	0.00%
2021	83	80	3	3.61%	80	0	3	0	0	0	76	7	0	0.00%
Total:	53,240	50,056	3,184	5.98%	50,056	0	3,184	0	3	636	50,142	2,328	0	0.00%

Appendix B

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		ERG	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	1	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
2003	21	0	0.00%	0	0.00%	0	0.00%	2	9.52%	0	0.00%	0	0.00%
2004	24	0	0.00%	0	0.00%	0	0.00%	5	20.83%	3	12.50%	1	4.17%
2005	49	0	0.00%	0	0.00%	0	0.00%	12	24.49%	4	8.16%	2	4.08%
2006	53	0	0.00%	0	0.00%	0	0.00%	5	9.43%	3	5.66%	1	1.89%
2007	239	0	0.00%	0	0.00%	0	0.00%	48	20.08%	22	9.21%	12	5.02%
2008	195	0	0.00%	0	0.00%	0	0.00%	21	10.77%	12	6.15%	3	1.54%
2009	446	0	0.00%	0	0.00%	0	0.00%	18	4.04%	21	4.71%	5	1.12%
2010	648	0	0.00%	0	0.00%	0	0.00%	50	7.72%	48	7.41%	21	3.24%
2011	1,483	0	0.00%	0	0.00%	0	0.00%	75	5.06%	84	5.66%	22	1.48%
2012	1,626	0	0.00%	0	0.00%	18	1.11%	98	6.03%	105	6.46%	32	1.97%
2013	2,567	0	0.00%	0	0.00%	61	2.38%	153	5.96%	167	6.51%	83	3.24%
2014	5,087	1	0.02%	1	0.02%	61	1.20%	277	5.45%	327	6.43%	168	3.30%
2015	6,429	0	0.00%	0	0.00%	123	1.91%	386	6.00%	386	6.00%	210	3.27%
2016	6,484	0	0.00%	0	0.00%	142	2.19%	348	5.37%	299	4.61%	182	2.81%
2017	6,852	0	0.00%	0	0.00%	150	2.19%	221	3.23%	211	3.08%	45	0.66%
2018	11,461	0	0.00%	0	0.00%	217	1.89%	143	1.25%	254	2.22%	126	1.10%
2019	6,263	0	0.00%	0	0.00%	91	1.45%	74	1.18%	152	2.43%	208	3.32%
2020	3,229	0	0.00%	0	0.00%	21	0.65%	20	0.62%	67	2.07%	114	3.53%
2021	83	0	0.00%	0	0.00%	1	1.20%	0	0.00%	3	3.61%	8	9.64%
Total:	53,240	1	0.00%	1	0.00%	885	1.66%	1,957	3.68%	2,168	4.07%	1,243	2.33%

Model Year	Total Initial Tests	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	1	1	100.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	21	15	71.43%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	24	16	66.67%	0	0.00%	3	12.50%	0	0.00%	0	0.00%
2005	49	28	57.14%	0	0.00%	4	10.26%	0	0.00%	0	0.00%
2006	53	19	35.85%	0	0.00%	2	4.08%	0	0.00%	0	0.00%
2007	239	76	31.80%	0	0.00%	12	7.02%	0	0.00%	0	0.00%
2008	195	45	23.08%	0	0.00%	5	2.56%	0	0.00%	0	0.00%
2009	446	64	14.35%	0	0.00%	4	0.90%	1	0.85%	0	0.00%
2010	648	108	16.67%	0	0.00%	8	1.23%	0	0.00%	0	0.00%
2011	1,483	164	11.06%	0	0.00%	11	0.74%	4	0.75%	0	0.00%
2012	1,626	215	13.22%	0	0.00%	17	1.05%	0	0.00%	0	0.00%
2013	2,567	427	16.67%	0	0.00%	51	1.99%	1	2.04%	0	0.00%
2014	5,087	836	16.44%	0	0.00%	74	1.45%	5	5.43%	1	0.00%
2015	6,429	955	14.87%	0	0.00%	74	1.15%	1	2.00%	0	0.00%
2016	6,484	855	13.19%	0	0.00%	41	0.63%	0	0.00%	0	0.00%
2017	6,852	613	8.95%	0	0.00%	30	0.44%	0	0.00%	0	0.00%
2018	11,461	807	7.04%	0	0.00%	33	0.36%	0	0.00%	0	0.00%
2019	6,263	451	7.20%	0	0.00%	27	0.62%	0	0.00%	0	0.00%
2020	3,229	159	4.92%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2021	83	6	7.23%	0	100.00%	0	0.00%	0	0.00%	0	0.00%
Total	53,240	5,860	11.01%	0	0.00%	396	0.78%	12	0.80%	1	0.08%

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 1/1/2020 to 12/31/2020)

Non Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	--- Passed OBD II ---		--- Failed OBD II ---		MIL Command		MIL Command		Rec'd Waiver	Waiver Rate
					Passed Gas Cap	Failed Gas Cap	Passed Gas Cap	Failed Gas Cap	----- On -----	-----	----- Not On -----	-----		
1996	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
1997	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
1998	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
1999	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2000	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2001	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2002	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2003	1	0	1	100.00%	0	0	1	0	0	0	1	0	0	0.00%
2004	1	1	0	0.00%	1	0	0	0	0	0	1	0	0	0.00%
2005	10	8	2	20.00%	8	0	2	0	0	1	7	2	0	0.00%
2006	15	15	0	0.00%	15	0	0	0	0	0	15	0	0	0.00%
2007	47	41	6	12.77%	41	0	6	0	0	0	41	6	0	0.00%
2008	207	174	33	15.94%	174	0	33	0	0	5	185	17	0	0.00%
2009	280	238	42	15.00%	238	0	42	0	0	9	234	37	0	0.00%
2010	452	379	73	16.15%	379	0	73	0	0	14	398	39	0	0.00%
2011	1,121	963	158	14.09%	963	0	158	0	0	29	1,004	87	0	0.00%
2012	1,390	1,255	135	9.71%	1,255	0	135	0	0	25	1,270	91	0	0.00%
2013	1,372	1,246	126	9.18%	1,246	0	126	0	0	27	1,233	111	0	0.00%
2014	2,831	2,546	285	10.07%	2,546	0	285	0	0	63	2,603	163	0	0.00%
2015	3,734	3,443	291	7.79%	3,443	0	291	0	0	46	3,481	203	0	0.00%
2016	5,621	5,275	346	6.16%	5,275	0	346	0	1	51	5,253	308	0	0.00%
2017	2,976	2,841	135	4.54%	2,841	0	135	0	0	26	2,820	125	0	0.00%
2018	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2019	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2020	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
2021	0	0	0	0.00%	0	0	0	0	0	0	0	0	0	0.00%
Total:	20,058	18,425	1,633	8.14%	18,425	0	1,633	0	1	296	18,546	1,189	0	0.00%

Appendix B

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Non Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		Catalyst		O2 Sensor		ERG	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	1	0	0.00%	0	0.00%	0	0.00%	1	0.00%	0	0.00%	0	0.00%
2004	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	10	0	0.00%	0	0.00%	0	0.00%	3	30.00%	2	20.00%	1	16.67%
2006	15	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	47	0	0.00%	0	0.00%	0	0.00%	6	12.77%	4	8.51%	2	6.67%
2008	207	0	0.00%	0	0.00%	0	0.00%	25	12.08%	8	3.86%	6	4.51%
2009	280	0	0.00%	0	0.00%	0	0.00%	30	10.71%	30	10.71%	13	5.56%
2010	452	0	0.00%	0	0.00%	0	0.00%	43	9.51%	50	11.06%	18	4.63%
2011	1,121	0	0.00%	0	0.00%	1	0.09%	83	7.40%	103	9.19%	41	3.67%
2012	1,390	0	0.00%	0	0.00%	3	0.22%	71	5.11%	89	6.40%	50	3.60%
2013	1,372	0	0.00%	0	0.00%	17	1.24%	40	2.92%	53	3.86%	13	0.95%
2014	2,831	0	0.00%	0	0.00%	65	2.30%	153	5.40%	217	7.67%	26	0.92%
2015	3,734	0	0.00%	0	0.00%	56	1.50%	99	2.65%	130	3.48%	32	0.86%
2016	5,621	0	0.00%	0	0.00%	130	2.31%	197	3.50%	233	4.15%	66	1.17%
2017	2,976	0	0.00%	0	0.00%	27	0.91%	51	1.71%	90	3.02%	31	1.04%
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%
Total	20,058	0	0.00%	0	0.00%	299	1.49%	802	4.00%	1,009	5.03%	299	1.51%

Model Year	Total Initial Tests	Evaporative Systems		Heated Catalyst		O2 Sensor Heater		Secondary Air Injection		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	1	1	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	10	5	50.00%	0	0.00%	1	10.00%	0	0.00%	0	0.00%
2006	15	5	33.33%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	47	16	34.04%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	207	78	37.68%	0	0.00%	5	2.42%	0	0.00%	0	0.00%
2009	280	100	35.71%	0	0.00%	22	7.86%	0	0.00%	0	0.00%
2010	452	125	27.65%	0	0.00%	35	7.74%	0	0.00%	0	0.00%
2011	1,121	209	18.64%	0	0.00%	74	6.60%	2	1.57%	0	0.00%
2012	1,390	245	17.63%	0	0.00%	54	3.88%	1	0.76%	0	0.00%
2013	1,372	156	11.37%	0	0.00%	9	0.66%	1	0.34%	0	0.00%
2014	2,831	561	19.82%	0	0.00%	25	0.88%	0	0.00%	0	0.00%
2015	3,734	399	10.69%	0	0.00%	18	0.48%	2	0.30%	0	0.00%
2016	5,621	538	9.58%	0	0.00%	24	0.43%	1	0.18%	0	0.00%
2017	2,976	204	6.85%	0	0.00%	15	0.50%	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%
Total	20,058	2,642	13.17%	0	0.00%	282	1.41%	7	0.27%	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 1/1/2020 to 12/31/2020)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					No DTC	With DTC	No DTC	With DTC		
1996	0	0	0	0.00%	0	0	0	0	0	0.00%
1997	0	0	0	0.00%	0	0	0	0	0	0.00%
1998	4	4	0	0.00%	0	0	3	1	0	0.00%
1999	3	2	1	33.33%	0	1	2	0	0	0.00%
2000	3	2	1	33.33%	0	0	2	0	0	0.00%
2001	4	4	0	0.00%	0	0	4	0	0	0.00%
2002	7	6	1	14.29%	0	0	4	2	0	0.00%
2003	8	7	1	12.50%	0	0	6	1	0	0.00%
2004	7	6	1	14.29%	0	0	4	3	0	0.00%
2005	8	8	0	0.00%	0	0	8	0	0	0.00%
2006	13	13	0	0.00%	0	0	10	3	0	0.00%
2007	3	2	1	33.33%	0	0	2	1	0	0.00%
2008	2	2	0	0.00%	0	0	2	0	0	0.00%
2009	7	7	0	0.00%	0	0	6	1	0	0.00%
2010	8	7	1	12.50%	0	0	5	2	0	0.00%
2011	25	15	10	40.00%	0	1	22	1	0	0.00%
2012	67	52	15	22.39%	0	1	60	6	0	0.00%
2013	78	55	23	29.49%	0	2	69	6	1	4.35%
2014	150	110	40	26.67%	0	2	142	5	1	2.50%
2015	76	62	14	18.42%	0	0	69	7	0	0.00%
2016	12	11	1	8.33%	0	0	12	0	0	0.00%
2017	278	241	37	13.31%	0	2	257	18	1	2.70%
2018	221	172	49	22.17%	0	2	206	12	0	0.00%
Total:	984	788	196	19.92%	0	11	895	69	3	1.53%

Appendix C

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Catalyst		Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	4	0.00%
1999	3	1	33.33%	1	33.33%	1	50.00%	0	0.00%	0	0.00%	2	66.67%
2000	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	7	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	8	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	12.50%
2004	7	1	14.29%	0	0.00%	0	0.00%	0	0.00%	1	14.29%	1	14.29%
2005	8	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	13	0	0.00%	2	15.38%	0	0.00%	0	0.00%	0	0.00%	3	23.08%
2007	3	0	0.00%	0	0.00%	0	0.00%	1	50.00%	0	0.00%	1	33.33%
2008	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	7	0	0.00%	0	0.00%	0	0.00%	1	16.67%	0	0.00%	1	16.67%
2010	8	0	0.00%	0	0.00%	0	0.00%	1	14.29%	0	0.00%	0	0.00%
2011	25	0	0.00%	0	0.00%	0	0.00%	5	20.00%	4	16.00%	2	8.00%
2012	67	0	0.00%	0	0.00%	1	1.49%	15	22.39%	14	20.90%	5	7.46%
2013	78	0	0.00%	1	1.28%	0	0.00%	23	29.49%	19	24.36%	10	12.82%
2014	150	0	0.00%	0	0.00%	1	0.67%	29	21.64%	29	19.33%	16	10.67%
2015	76	0	0.00%	0	0.00%	6	7.89%	11	15.94%	13	17.11%	10	13.16%
2016	12	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2017	278	0	0.00%	0	0.00%	16	5.76%	25	10.64%	35	12.59%	19	6.83%
2018	221	0	0.00%	0	0.00%	14	6.33%	28	13.79%	51	23.08%	32	14.48%
Total:	984	2	0.21%	4	0.41%	39	4.00%	139	16.45%	166	17.55%	107	10.89%

Model Year	Total Initial Tests	Evaporative Systems		Nox After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	7	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	8	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	7	0	0.00%	0	0.00%	1	14.29%	0	0.00%	0	0.00%
2005	8	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	13	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	3	0	0.00%	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	7	0	0.00%	1	25.00%	0	0.00%	0	0.00%	0	0.00%
2010	8	1	0.00%	0	0.00%	1	14.29%	0	0.00%	0	0.00%
2011	25	2	20.00%	3	13.64%	5	20.00%	1	4.35%	0	0.00%
2012	67	2	50.00%	9	14.06%	13	19.40%	7	10.77%	0	0.00%
2013	78	0	0.00%	14	17.95%	19	24.36%	9	11.54%	0	0.00%
2014	150	0	0.00%	20	13.42%	33	22.00%	18	12.00%	0	0.00%
2015	76	1	5.00%	11	14.67%	13	17.11%	14	18.67%	0	0.00%
2016	12	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2017	278	0	0.00%	24	9.23%	42	15.11%	18	6.47%	0	0.00%
2018	221	0	0.00%	18	8.41%	43	19.46%	21	9.50%	0	0.00%
Total:	984	6	3.70%	100	11.17%	170	18.01%	88	9.55%	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 1/1/2020 to 12/31/2020)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					No DTC	With DTC	No DTC	With DTC		
1996	0	0	0	0.00%	0	0	0	0	0	0.00%
1997	0	0	0	0.00%	0	0	0	0	0	0.00%
1998	0	0	0	0.00%	0	0	0	0	0	0.00%
1999	1	0	1	100.00%	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	1	1	0	0.00%	0	0	1	0	0	0.00%
2003	0	0	0	0.00%	0	0	0	0	0	0.00%
2004	1	1	0	0.00%	0	0	1	0	0	0.00%
2005	0	0	0	0.00%	0	0	0	0	0	0.00%
2006	2	1	1	50.00%	0	1	1	0	0	0.00%
2007	6	5	1	16.67%	0	1	5	0	0	0.00%
2008	16	16	0	0.00%	0	0	16	0	0	0.00%
2009	23	18	5	21.74%	0	1	16	6	0	0.00%
2010	34	30	4	11.76%	0	0	27	7	0	0.00%
2011	24	20	4	16.67%	0	1	23	0	0	0.00%
2012	54	47	7	12.96%	0	2	40	12	0	0.00%
2013	42	35	7	16.67%	0	0	38	3	0	0.00%
2014	132	105	27	20.45%	0	2	120	9	0	0.00%
2015	182	161	21	11.54%	0	3	164	15	0	0.00%
2016	200	157	43	21.50%	0	2	172	25	0	0.00%
2017	33	27	6	18.18%	0	1	27	4	0	0.00%
2018	0	0	0	0.00%		0	0	0	0	0.00%
Total:	751	624	127	16.91%	0	14	651	81	0	0.00%

Appendix C

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Catalyst		Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
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	1	0	0.00%	0	0.00%	1	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	1	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	2	0	0.00%	0	0.00%	1	0.00%	0	0.00%	0	0.00%	1	100.00%
2007	6	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	16	0	0.00%	0	0.00%	0	0.00%	1	25.00%	0	0.00%	0	0.00%
2009	23	0	0.00%	0	0.00%	0	0.00%	5	21.74%	2	8.70%	4	17.39%
2010	34	0	0.00%	0	0.00%	0	0.00%	6	17.65%	5	14.71%	3	8.82%
2011	24	0	0.00%	0	0.00%	0	0.00%	9	37.50%	6	25.00%	2	8.70%
2012	54	0	0.00%	0	0.00%	0	0.00%	3	5.66%	11	20.37%	3	5.56%
2013	42	0	0.00%	0	0.00%	0	0.00%	8	19.05%	6	14.29%	2	4.76%
2014	132	0	0.00%	0	0.00%	0	0.00%	19	15.57%	15	11.36%	10	7.63%
2015	182	0	0.00%	0	0.00%	0	0.00%	15	9.68%	15	8.24%	8	4.40%
2016	200	0	0.00%	0	0.00%	1	0.52%	45	23.68%	29	14.57%	17	8.59%
2017	33	0	0.00%	0	0.00%	0	0.00%	6	18.18%	5	15.15%	1	3.03%
2018	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total:	751	0	0.00%	0	0.00%	3	0.42%	117	17.16%	94	12.91%	51	6.85%

Model Year	Total Initial Tests	Evaporative Systems		Nox After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
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	1	0	0.00%	1	0.00%	0	0.00%	1	0.00%	0	0.00%
2003	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	1	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	2	0	0.00%	2	0.00%	0	0.00%	2	0.00%	0	0.00%
2007	6	0	0.00%	6	0.00%	0	0.00%	6	0.00%	0	0.00%
2008	16	0	0.00%	13	0.00%	0	0.00%	13	0.00%	0	0.00%
2009	23	1	20.00%	0	0.00%	4	17.39%	0	0.00%	0	0.00%
2010	34	2	20.00%	0	0.00%	16	48.48%	0	0.00%	0	0.00%
2011	24	0	0.00%	0	0.00%	11	45.83%	0	0.00%	0	0.00%
2012	54	1	7.69%	0	0.00%	14	26.92%	0	0.00%	0	0.00%
2013	42	1	11.11%	0	0.00%	18	42.86%	0	0.00%	0	0.00%
2014	132	2	5.41%	2	1.59%	30	22.73%	2	1.54%	0	0.00%
2015	182	0	0.00%	0	0.00%	26	14.29%	0	0.00%	0	0.00%
2016	200	0	0.00%	2	1.01%	54	27.00%	2	1.01%	0	0.00%
2017	33	0	0.00%	0	0.00%	1	3.03%	0	0.00%	0	0.00%
2018	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total:	751	7	4.43%	26	3.71%	174	23.26%	26	3.66%	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 1/1/2020 to 12/31/2020)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					No DTC	With DTC	No DTC	With DTC		
1996	0	0	0	0%	0	0	0	0	0	0.00%
1997	33	30	3	9.09%	0	3	25	5	0	0.00%
1998	95	78	17	17.89%	0	13	71	7	0	0.00%
1999	182	165	17	9.34%	0	13	151	15	0	0.00%
2000	154	139	15	9.74%	0	12	129	10	0	0.00%
2001	137	125	12	8.76%	0	9	114	11	0	0.00%
2002	334	305	29	8.68%	0	25	257	49	0	0.00%
2003	447	405	42	9.40%	0	39	357	48	0	0.00%
2004	207	183	24	11.59%	0	10	166	29	0	0.00%
2005	339	306	33	9.73%	0	16	281	39	0	0.00%
2006	412	391	21	5.10%	0	8	355	46	0	0.00%
2007	64	50	14	21.88%	0	6	44	11	1	7.14%
2008	62	53	9	14.52%	0	3	46	12	0	0.00%
2009	158	141	17	10.76%	0	8	126	24	0	0.00%
2010	256	212	44	17.19%	0	10	220	25	0	0.00%
2011	783	698	85	10.86%	0	12	699	70	1	1.18%
2012	1,260	1,107	153	12.14%	0	12	1,161	83	1	0.65%
2013	1,553	1,365	187	12.04%	0	17	1,431	98	0	0.00%
2014	2,475	2,218	257	10.38%	0	28	2,280	163	0	0.00%
2015	2,246	2,148	98	4.36%	0	6	2,097	136	0	0.00%
2016	178	167	11	6.18%	0	3	169	5	0	0.00%
2017	843	750	91	10.79%	0	6	781	48	0	0.00%
2018	1,690	1,515	175	10.36%	0	14	1,608	64	0	0.00%
Total:	13,908	12,551	1,354	9.74%	0	273	12,568	998	3	0.22%

Appendix C

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Catalyst		Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	33	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	14	42.42%
1998	95	2	2.11%	5	5.32%	3	16.67%	0	0.00%	0	0.00%	37	39.36%
1999	182	17	9.44%	17	9.50%	10	10.99%	0	0.00%	0	0.00%	66	36.87%
2000	154	24	15.58%	23	14.94%	16	10.39%	0	0.00%	0	0.00%	14	9.09%
2001	137	13	9.49%	12	8.76%	9	6.57%	0	0.00%	0	0.00%	11	8.09%
2002	334	28	8.48%	29	8.84%	17	5.18%	0	0.00%	0	0.00%	32	9.76%
2003	447	51	11.43%	41	9.19%	44	9.89%	1	3.45%	0	0.00%	48	10.81%
2004	207	25	12.14%	7	3.43%	9	4.41%	0	0.00%	13	6.53%	16	8.21%
2005	339	28	11.91%	17	5.06%	12	3.56%	0	0.00%	16	6.90%	39	11.64%
2006	412	2	0.63%	14	3.41%	1	0.24%	0	0.00%	12	3.80%	42	10.63%
2007	64	0	0.00%	0	0.00%	0	0.00%	11	24.44%	6	15.00%	4	6.35%
2008	62	0	0.00%	2	3.23%	0	0.00%	11	22.45%	3	8.57%	4	6.45%
2009	158	0	0.00%	4	2.56%	2	1.27%	18	11.54%	9	6.43%	14	9.03%
2010	256	0	0.00%	8	3.19%	13	5.18%	36	14.34%	49	19.52%	38	15.14%
2011	783	0	0.00%	8	1.02%	21	2.71%	49	6.30%	82	10.50%	48	6.20%
2012	1,260	0	0.00%	17	1.35%	8	0.64%	125	9.97%	145	11.53%	73	5.84%
2013	1,553	0	0.00%	17	1.09%	28	1.81%	166	10.70%	160	10.30%	88	5.71%
2014	2,475	0	0.00%	16	0.65%	56	2.28%	189	9.37%	227	9.21%	120	4.88%
2015	2,246	0	0.00%	6	0.27%	39	1.74%	93	4.40%	84	3.74%	54	2.41%
2016	178	0	0.00%	0	0.00%	6	3.37%	4	3.92%	8	4.49%	4	2.25%
2017	843	0	0.00%	0	0.00%	20	2.37%	68	10.24%	96	11.39%	34	4.03%
2018	1,690	0	0.00%	5	0.30%	66	3.91%	126	9.09%	169	10.00%	103	6.09%
Total:	13,908	190	1.39%	248	1.79%	380	2.79%	897	8.57%	1,079	8.80%	903	6.54%

Model Year	Total Initial Tests	Evaporative Systems		Nox After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	33	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	95	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	182	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2000	154	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	137	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	334	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2003	447	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2004	207	0	0.00%	0	0.00%	8	4.02%	0	0.00%	0	0.00%
2005	339	0	0.00%	0	0.00%	14	6.06%	0	0.00%	0	0.00%
2006	412	0	0.00%	0	0.00%	9	2.85%	0	0.00%	0	0.00%
2007	64	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2008	62	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	158	0	0.00%	19	13.48%	14	10.69%	3	2.56%	0	0.00%
2010	256	1	0.00%	27	10.80%	51	20.32%	22	8.80%	0	0.00%
2011	783	1	10.00%	39	5.03%	84	10.78%	25	3.21%	0	0.00%
2012	1,260	0	0.00%	82	6.57%	142	11.32%	58	4.61%	0	0.00%
2013	1,553	0	0.00%	102	6.62%	158	10.20%	58	3.74%	0	0.00%
2014	2,475	0	0.00%	146	5.93%	285	11.58%	115	4.67%	0	0.00%
2015	2,246	0	0.00%	73	3.26%	101	4.52%	63	2.81%	0	0.00%
2016	178	0	0.00%	2	1.13%	13	7.30%	2	1.13%	0	0.00%
2017	843	0	0.00%	91	12.91%	89	10.56%	23	2.73%	0	0.00%
2018	1,690	1	4.17%	120	7.90%	207	12.25%	74	4.39%	0	0.00%
Total:	13,908	3	1.62%	701	6.31%	1,175	9.66%	443	3.88%	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 1/1/2020 to 12/31/2020)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					No DTC	With DTC	No DTC	With DTC		
1996	0	0	0	0.00%	0	0	0	0	0	0.00%
1997	20	18	2	10.00%	0	2	14	4	0	0.00%
1998	11	8	3	27.27%	0	1	7	1	0	0.00%
1999	13	10	3	23.08%	0	2	10	0	0	0.00%
2000	3	3	0	0.00%	0	0	1	2	0	0.00%
2001	4	2	2	50.00%	0	0	4	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	7	4	3	42.86%	0	2	2	2	0	0.00%
2005	63	61	2	3.17%	0	1	2	2	0	0.00%
2006	74	62	12	16.22%	0	10	58	5	0	0.00%
2007	91	72	19	20.88%	0	11	65	13	1	5.26%
2008	140	129	11	7.86%	0	6	117	15	0	0.00%
2009	177	140	36	20.34%	0	14	128	33	1	2.78%
2010	300	257	43	14.33%	0	10	249	41	0	0.00%
2011	513	435	78	15.20%	0	21	439	53	1	1.28%
2012	815	711	104	12.76%	0	25	706	79	3	2.88%
2013	710	620	90	12.68%	0	16	619	72	0	0.00%
2014	1,838	1,622	216	11.75%	0	34	1,674	123	0	0.00%
2015	2,105	1,869	236	11.21%	0	39	1,906	154	2	0.85%
2016	1,677	1,482	195	11.63%	0	14	1,515	141	0	0.00%
2017	362	330	32	8.84%	0	7	326	28	0	0.00%
2018	94	88	6	6.38%	0	3	86	4	0	0.00%
Total:	9,017	7,923	1,093	12.12%	0	218	7,928	772	8	0.73%

Appendix C

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Catalyst		Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	20	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	8	61.54%
1998	11	0	0.00%	1	14.29%	0	0.00%	0	0.00%	0	0.00%	4	80.00%
1999	13	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	100.00%
2000	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	4	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	7	2	40.00%	0	0.00%	1	33.33%	1	100.00%	0	0.00%	0	0.00%
2005	63	0	0.00%	2	3.17%	0	0.00%	0	0.00%	0	0.00%	4	6.35%
2006	74	0	0.00%	1	1.52%	0	0.00%	0	0.00%	1	4.76%	7	13.21%
2007	91	0	0.00%	3	3.30%	0	0.00%	9	40.91%	3	30.00%	22	24.18%
2008	140	0	0.00%	1	0.71%	0	0.00%	4	40.00%	1	16.67%	14	10.00%
2009	177	0	0.00%	0	0.00%	1	0.57%	39	23.08%	22	12.94%	38	21.97%
2010	300	0	0.00%	1	0.33%	29	9.67%	64	21.62%	48	16.05%	38	12.71%
2011	513	0	0.00%	4	0.78%	64	12.48%	99	19.64%	83	16.18%	61	11.94%
2012	815	0	0.00%	4	0.49%	85	10.47%	126	15.59%	114	14.04%	88	10.88%
2013	710	0	0.00%	1	0.14%	45	6.36%	128	18.21%	78	11.05%	52	7.39%
2014	1,838	0	0.00%	19	1.04%	90	4.90%	209	12.31%	198	10.80%	104	5.72%
2015	2,105	0	0.00%	11	0.52%	100	4.75%	193	10.87%	196	9.32%	136	6.49%
2016	1,677	0	0.00%	8	0.48%	55	3.28%	168	10.80%	158	9.43%	118	7.07%
2017	362	0	0.00%	2	0.55%	10	2.76%	34	9.39%	43	11.88%	17	4.70%
2018	94	0	0.00%	0	0.00%	1	1.06%	2	2.13%	4	4.26%	2	2.13%
Total:	9,017	2	0.02%	58	0.65%	481	5.37%	1,076	13.33%	949	10.95%	714	8.02%

Model Year	Total Initial Tests	Evaporative Systems		Nox After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1997	20	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	11	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	13	1	100.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
2000	3	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2001	4	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2002	0	1	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	7	2	66.67%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2005	63	1	1.72%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2006	74	2	25.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2007	91	0	0.00%	0	0.00%	1	10.00%	0	0.00%	0	0.00%
2008	140	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2009	177	1	33.33%	33	20.00%	42	24.71%	3	3.45%	0	0.00%
2010	300	3	33.33%	43	14.88%	93	31.31%	15	5.08%	0	0.00%
2011	513	4	50.00%	54	10.78%	153	30.06%	25	4.93%	0	0.00%
2012	815	4	33.33%	74	9.22%	231	28.55%	26	3.23%	0	0.00%
2013	710	1	20.00%	62	8.90%	174	24.75%	36	5.12%	0	0.00%
2014	1,838	1	5.56%	112	6.20%	306	16.82%	72	3.94%	0	0.00%
2015	2,105	0	0.00%	116	5.54%	294	14.03%	64	3.05%	0	0.00%
2016	1,677	2	11.76%	93	5.68%	225	13.46%	54	3.29%	0	0.00%
2017	362	0	0.00%	14	5.28%	22	6.08%	10	2.76%	0	0.00%
2018	94	0	0.00%	2	2.15%	3	3.19%	2	2.15%	0	0.00%
Total:	9,017	23	13.37%	603	7.18%	1,545	17.90%	307	3.62%	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 1/1/2020 to 12/31/2020)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					No DTC	With DTC	No DTC	With DTC		
1996	0	0	0	0.00%	0	0	0	0	0	0.00%
1997	0	0	0	0.00%	0	0	0	0	0	0.00%
1998	0	0	0	0.00%	0	0	0	0	0	0.00%
1999	0	0	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	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	1	1	0	0.00%	0	0	1	0	0	0.00%
2010	1	1	0	0.00%	0	0	1	0	0	0.00%
2011	2	2	0	0.00%	0	0	2	0	0	0.00%
2012	2	2	0	0.00%	0	0	2	0	0	0.00%
2013	1	1	0	0.00%	0	0	0	1	0	0.00%
2014	1	1	0	0.00%	0	0	1	0	0	0.00%
2015	2	2	0	0.00%	0	0	2	0	0	0.00%
2016	0	0	0	0.00%	0	0	0	0	0	0.00%
2017	0	0	0	0.00%	0	0	0	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%
Total:	10	10	0	0.00%	0	0	9	1	0	0.00%

Appendix C

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Diesel Vehicles

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Catalyst		Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	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	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2010	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2012	2	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	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2015	2	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	0	0	0.00%	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%	0	0.00%
2019	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
Total	10	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%

Model Year	Total Initial Tests	Evaporative Systems		Nox After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	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	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2010	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2011	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2012	2	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	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2015	2	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	0	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%
Total	10	0	0.00%	1	11.11%	3	42.86%	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 1/1/2020 to 12/31/2020)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Passed OBD II	Failed OBD II	% Failed	MIL Command ----- On -----		MIL Command ----- Not On -----		Rec'd Waiver	Waiver Rate
					No DTC	With DTC	No DTC	With DTC		
1996	0	0	0	0.00%	0	0	0	0	0	0.00%
1997	0	0	0	0.00%	0	0	0	0	0	0.00%
1998	0	0	0	0.00%	0	0	0	0	0	0.00%
1999	0	0	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	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	5	3	2	40.00%	0	1	2	2	0	0.00%
2013	0	0	0	0.00%	0	0	0	0	0	0.00%
2014	2	2	0	0.00%	0	0	2	0	0	0.00%
2015	1	1	0	0.00%	0	0	1	0	0	0.00%
2016	3	2	1	33.33%	0	0	3	0	0	0.00%
2017	0	0	0	0.00%	0	0	0	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%
Total:	11	8	3	27.27%	0	1	8	2	0	0.00%

Appendix C

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

Light Duty Diesel Trucks

Model Year	Total Initial Tests	Comprehensive Comp.		Misfire		Fuel Control		NMHC Catalyst		Exhaust Gas Sensor		VVT	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	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	5	0	0.00%	0	0.00%	1	20.00%	2	40.00%	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	2	0	0.00%	0	0.00%	0	0.00%	1	100.00%	0	0.00%	0	0.00%
2015	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2016	3	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	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%
Total:	11	0	0.00%	0	0.00%	1	9.09%	3	30.00%	0	0.00%	0	0.00%

Model Year	Total Initial Tests	Evaporative Systems		Nox After Treatment		PM Filter		Boost Pressure		Air Conditioning	
		Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%	Not Ready	%
1996	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1997	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1998	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
1999	0	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	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	5	0	0.00%	1	20.00%	2	40.00%	0	0.00%	0	0.00%
2013	0	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2014	2	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2015	1	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
2016	3	0	0.00%	0	0.00%	1	33.33%	0	0.00%	0	0.00%
2017	0	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%
Total:	11	0	0.00%	1	10.00%	3	27.27%	0	0.00%	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 1/1/2020 to 12/31/2020)

County #3 : Bronx					County #24 : Kings					County #30 : Nassau				
# OBD II Stations in County: 245					# OBD II Stations in County: 425					# OBD II Stations in County: 752				
Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail
1996	525	12.19%	296	10.81%	1996	836	9.57%	445	14.38%	1996	1412	10.13%	657	13.24%
1997	781	9.22%	529	13.99%	1997	1267	12.39%	814	12.41%	1997	2106	9.97%	1259	12.39%
1998	1046	10.80%	763	11.80%	1998	1763	10.95%	1104	12.86%	1998	2962	8.71%	1618	11.56%
1999	1364	10.41%	1082	10.91%	1999	2317	11.18%	1674	12.01%	1999	3948	8.11%	2433	11.22%
2000	1935	12.56%	1685	11.16%	2000	3278	12.02%	2652	10.82%	2000	5444	8.85%	3279	9.82%
2001	2084	15.02%	2127	15.37%	2001	3345	14.98%	3142	15.56%	2001	5923	13.14%	4090	15.33%
2002	2827	13.48%	3453	12.45%	2002	4571	13.39%	4758	13.87%	2002	8170	11.46%	6201	12.05%
2003	3700	11.30%	4610	11.61%	2003	5882	10.97%	6099	12.41%	2003	10656	9.80%	7941	10.92%
2004	4020	11.42%	5905	10.91%	2004	6363	10.48%	8668	10.49%	2004	11259	9.52%	10876	9.32%
2005	4842	10.02%	6745	10.84%	2005	7470	9.41%	9157	10.89%	2005	12917	8.35%	10849	9.18%
2006	5470	9.21%	7242	10.30%	2006	8392	9.35%	9944	10.05%	2006	14137	7.67%	11118	8.77%
2007	6833	8.61%	7843	8.66%	2007	10673	8.33%	10761	8.95%	2007	16578	6.64%	12517	7.29%
2008	6796	7.92%	7902	8.24%	2008	10653	7.63%	11444	7.90%	2008	17366	5.97%	14386	6.42%
2009	6667	6.66%	4903	9.18%	2009	10359	6.96%	7562	8.33%	2009	17512	5.65%	9888	6.09%
2010	7436	6.54%	5992	7.86%	2010	11491	6.47%	9182	7.33%	2010	19890	4.85%	13290	5.08%
2011	7437	6.75%	7476	6.82%	2011	11421	5.92%	11676	6.24%	2011	18723	4.62%	16823	4.74%
2012	8632	6.20%	7085	5.48%	2012	13365	5.57%	11373	5.73%	2012	22141	4.24%	17639	4.25%
2013	10584	5.21%	7545	4.68%	2013	16472	4.91%	13907	4.42%	2013	27769	3.63%	20279	3.73%
2014	10703	4.37%	8452	4.61%	2014	15697	4.34%	13717	4.30%	2014	23582	3.07%	22264	3.16%
2015	14132	4.20%	11492	4.06%	2015	19845	3.95%	18531	3.66%	2015	27971	3.13%	27612	2.81%
2016	14177	4.49%	11720	3.37%	2016	19005	3.83%	17981	2.80%	2016	29502	3.00%	30030	2.84%
2017	20761	4.51%	9934	3.66%	2017	29256	3.78%	19627	3.26%	2017	55371	3.83%	38214	3.00%
2018	26492	2.82%	313	7.03%	2018	57556	2.84%	358	5.03%	2018	117260	2.28%	533	3.56%
Total	169,244	6.04%	125,094	7.24%	Total	271,277	5.65%	194,576	6.78%	Total	472,599	4.57%	283,796	5.34%

County #31 : New York					County #41 : Queens					County #43 : Richmond				
# OBD II Stations in County: 83					# OBD II Stations in County: 591					# OBD II Stations in County: 170				
Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail
1996	148	15.54%	51	9.80%	1996	1248	9.05%	630	11.90%	1996	293	10.58%	137	15.33%
1997	203	6.40%	106	15.09%	1997	1996	9.57%	1215	11.03%	1997	384	10.16%	264	9.85%
1998	286	7.34%	126	9.52%	1998	2636	8.38%	1535	11.79%	1998	535	11.96%	345	14.20%
1999	394	10.91%	212	14.15%	1999	3589	9.00%	2364	10.28%	1999	758	11.74%	430	12.09%
2000	508	7.09%	314	11.15%	2000	4969	9.12%	3471	10.11%	2000	1066	9.10%	635	11.97%
2001	575	14.96%	332	14.46%	2001	5348	12.28%	4271	12.27%	2001	1267	14.13%	790	16.58%
2002	770	12.21%	558	13.26%	2002	7018	10.53%	6818	11.73%	2002	1653	11.80%	1462	12.72%
2003	957	9.93%	700	13.14%	2003	8936	9.37%	8479	10.26%	2003	2258	9.61%	1908	10.74%
2004	1084	8.67%	1013	8.69%	2004	9519	9.69%	11537	9.01%	2004	2509	8.69%	2395	9.94%
2005	1292	8.82%	1152	8.16%	2005	11042	8.57%	12322	8.72%	2005	2894	8.43%	2580	10.43%
2006	1418	7.12%	1313	10.66%	2006	12015	8.15%	12896	8.62%	2006	3083	7.95%	2659	8.95%
2007	1817	8.48%	1589	7.99%	2007	14786	7.03%	13995	7.20%	2007	3711	6.66%	2883	7.04%
2008	2069	6.96%	1766	8.04%	2008	15187	6.72%	14691	6.93%	2008	3834	6.83%	3379	6.84%
2009	1822	6.09%	1254	7.89%	2009	15532	6.14%	9920	7.10%	2009	3961	6.54%	2227	7.59%
2010	2183	6.37%	1679	6.61%	2010	17618	5.83%	12934	5.58%	2010	4341	5.41%	2931	6.07%
2011	2446	5.48%	2096	6.11%	2011	18329	6.21%	17203	6.03%	2011	3889	4.78%	3614	4.87%
2012	2788	6.10%	2345	5.59%	2012	20616	4.87%	17352	5.13%	2012	4540	4.10%	3544	4.60%
2013	3519	4.58%	2913	4.94%	2013	26108	4.91%	20008	4.36%	2013	5693	3.95%	4122	3.83%
2014	3660	4.26%	3159	3.89%	2014	28781	4.65%	23830	4.36%	2014	4740	2.78%	4304	3.16%
2015	4624	4.15%	4432	3.56%	2015	37486	4.26%	31586	3.78%	2015	5607	2.98%	5285	2.63%
2016	4618	3.77%	4882	3.09%	2016	36108	3.88%	33873	3.56%	2016	5880	2.74%	5638	2.25%
2017	7895	3.22%	5575	3.09%	2017	53785	3.78%	32096	3.36%	2017	10075	2.47%	6988	2.15%
2018	15093	3.17%	161	5.59%	2018	87259	2.54%	681	5.29%	2018	29950	1.47%	119	3.36%
Total	60,169	4.96%	37,728	5.64%	Total	439,911	5.10%	293,707	5.86%	Total	102,921	4.24%	58,639	5.67%

Appendix D

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

(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #44 : Rockland					County #52 : Suffolk					County #60 : Westchester				
# OBD II Stations in County: 145					# OBD II Stations in County: 863					# OBD II Stations in County: 485				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	245	5.31%	104	10.58%	1996	1779	8.66%	1289	12.96%	1996	829	8.32%	372	13.17%
1997	383	15.14%	211	9.95%	1997	2633	9.08%	2422	10.78%	1997	1316	9.42%	775	11.74%
1998	527	8.16%	302	13.58%	1998	3587	9.81%	2955	10.93%	1998	1856	10.34%	907	13.23%
1999	739	10.69%	441	12.02%	1999	4743	8.86%	4293	11.60%	1999	2384	9.06%	1328	11.52%
2000	962	11.43%	619	11.15%	2000	6670	9.21%	5826	11.21%	2000	3326	10.43%	1915	10.13%
2001	1109	13.62%	771	19.20%	2001	7505	14.03%	6957	15.52%	2001	3902	14.10%	2421	17.39%
2002	1557	11.24%	1226	14.76%	2002	9938	11.51%	10351	11.83%	2002	4942	11.70%	3878	13.77%
2003	2188	11.38%	1598	11.14%	2003	12615	10.40%	12919	11.49%	2003	6395	10.01%	4989	11.85%
2004	2411	8.30%	2314	11.67%	2004	13715	9.56%	17354	10.14%	2004	7494	9.34%	6783	9.98%
2005	2909	8.80%	2299	10.44%	2005	15649	8.32%	16247	9.29%	2005	8476	8.05%	7177	9.92%
2006	2924	9.13%	2673	9.43%	2006	17303	7.91%	15653	8.61%	2006	9187	7.86%	7544	9.03%
2007	3939	6.37%	3027	6.38%	2007	20045	6.32%	17298	6.89%	2007	11012	6.42%	8508	7.39%
2008	4063	6.50%	3298	6.43%	2008	21189	6.06%	19442	6.36%	2008	11450	6.03%	9279	6.64%
2009	3906	5.07%	2160	6.48%	2009	20599	5.15%	12997	6.32%	2009	11383	5.25%	6606	6.12%
2010	4813	4.76%	2800	5.29%	2010	23718	4.43%	17138	5.53%	2010	13406	4.73%	8550	5.61%
2011	4333	4.29%	3610	4.46%	2011	22652	4.00%	21575	4.96%	2011	12966	4.50%	11285	4.80%
2012	5040	3.63%	3557	4.10%	2012	26068	3.85%	22461	4.09%	2012	15072	3.67%	11352	3.83%
2013	5615	2.85%	3853	3.37%	2013	30728	3.16%	23982	3.47%	2013	17511	3.22%	12855	3.52%
2014	5224	2.49%	4555	2.00%	2014	27810	2.62%	29112	3.10%	2014	16886	3.02%	15384	2.85%
2015	6247	2.13%	5677	2.47%	2015	32018	2.61%	34718	2.38%	2015	20327	2.64%	18996	2.69%
2016	6353	2.38%	5992	2.09%	2016	31833	2.37%	36500	2.32%	2016	20611	2.68%	20404	2.53%
2017	11142	3.31%	6408	2.28%	2017	52127	3.17%	41582	2.65%	2017	35708	3.49%	21259	2.80%
2018	21128	1.89%	83	4.82%	2018	110204	1.86%	488	3.07%	2018	69769	2.12%	229	2.18%
Total	97,757	4.35%	57,578	5.38%	Total	515,128	4.43%	373,559	5.63%	Total	306,208	4.40%	182,796	5.39%

New York City Taxi and Limousine Commission

# Stations: 1				
Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail
1996	0	n/a	0	n/a
1997	0	n/a	0	n/a
1998	0	n/a	0	n/a
1999	0	n/a	0	n/a
2000	0	n/a	0	n/a
2001	0	n/a	0	n/a
2002	1	100.00%	0	100.00%
2003	21	9.52%	1	n/a
2004	24	37.50%	1	0.00%
2005	49	26.53%	10	20.00%
2006	53	16.98%	15	0.00%
2007	239	20.92%	47	12.77%
2008	195	15.38%	207	15.94%
2009	448	14.96%	280	15.00%
2010	649	19.26%	452	16.15%
2011	1486	15.81%	1121	14.09%
2012	1627	7.74%	1395	9.82%
2013	2566	9.20%	1372	9.18%
2014	5088	8.35%	2833	10.06%
2015	6431	8.30%	3735	7.79%
2016	6483	6.91%	5621	6.12%
2017	6852	4.03%	2976	4.54%
2018	11455	2.89%	0	n/a
2019	6260		0	
Total	53,325	5.98%	20,070	8.14%

Out of State

# Stations: 6				
Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail
1996	0	n/a	0	n/a
1997	0	n/a	0	n/a
1998	0	n/a	0	n/a
1999	0	n/a	0	n/a
2000	0	n/a	0	n/a
2001	0	n/a	0	n/a
2002	0	n/a	0	n/a
2003	0	n/a	0	n/a
2004	0	n/a	0	n/a
2005	0	n/a	0	n/a
2006	0	n/a	0	n/a
2007	0	n/a	0	n/a
2008	1	0.00%	0	n/a
2009	0	n/a	3	0.00%
2010	0	n/a	1	0.00%
2011	0	n/a	2	0.00%
2012	1	0.00%	4	0.00%
2013	1	0.00%	4	0.00%
2014	1	0.00%	13	7.69%
2015	0	n/a	2	0.00%
2016	0	n/a	2	0.00%
2017	2	50.00%	10	0.00%
2018	12	16.67%	133	33.83%
Total	18	16.67%	174	26.44%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #1 : Albany					County #2 : Allegany					County #4 : Broome				
# OBD II Stations in County: 256					# OBD II Stations in County: 52					# OBD II Stations in County: 163				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	212	5.66%	138	13.04%	1996	17	23.53%	64	10.94%	1996	190	6.84%	181	11.60%
1997	327	7.95%	212	11.32%	1997	30	0.00%	92	16.30%	1997	264	6.82%	279	7.17%
1998	416	11.30%	293	11.60%	1998	56	10.71%	134	16.42%	1998	361	7.20%	287	10.45%
1999	545	10.46%	326	8.28%	1999	74	16.22%	140	11.43%	1999	473	9.73%	463	10.58%
2000	788	10.15%	448	10.94%	2000	107	11.21%	175	10.86%	2000	646	9.60%	540	10.19%
2001	1025	13.66%	606	12.21%	2001	118	22.88%	207	24.15%	2001	692	14.02%	650	15.08%
2002	1289	12.34%	1028	11.38%	2002	163	16.56%	317	18.61%	2002	952	11.76%	961	12.49%
2003	1819	8.96%	1325	12.15%	2003	202	12.87%	383	17.23%	2003	1306	10.49%	1277	12.53%
2004	2234	9.22%	2029	9.07%	2004	243	16.46%	510	13.53%	2004	1564	9.40%	1790	9.72%
2005	2950	8.41%	2207	9.15%	2005	311	10.61%	563	11.55%	2005	2143	8.96%	2151	9.07%
2006	3173	7.06%	2360	6.99%	2006	405	14.57%	641	12.95%	2006	2479	9.40%	2204	8.30%
2007	4021	5.77%	2828	6.97%	2007	469	11.73%	640	10.16%	2007	3011	6.87%	2562	8.59%
2008	4690	6.33%	3454	6.22%	2008	534	10.67%	684	9.36%	2008	3227	6.97%	2764	5.90%
2009	4955	5.31%	2407	5.65%	2009	480	5.63%	429	8.62%	2009	3010	5.48%	1713	6.19%
2010	5758	4.29%	3324	5.35%	2010	459	6.32%	583	5.66%	2010	3473	4.72%	2300	4.39%
2011	5731	3.82%	4594	4.11%	2011	522	6.90%	697	7.32%	2011	3497	4.23%	3210	4.70%
2012	7325	3.71%	4977	3.86%	2012	511	4.89%	708	5.65%	2012	4339	3.25%	3380	3.34%
2013	8578	3.00%	5591	3.27%	2013	467	4.71%	729	3.57%	2013	4250	3.69%	3549	3.18%
2014	8760	2.92%	7481	2.77%	2014	587	3.41%	921	2.39%	2014	4304	2.51%	4178	2.15%
2015	9890	2.42%	9225	2.57%	2015	462	2.38%	879	1.25%	2015	4225	2.30%	4848	2.19%
2016	10169	2.19%	10347	2.25%	2016	423	2.36%	764	1.44%	2016	4256	2.02%	4840	1.88%
2017	15172	2.41%	10530	3.35%	2017	390	2.56%	763	1.18%	2017	5674	1.90%	4755	1.93%
2018	24860	1.97%	505	2.77%	2018	1106	1.36%	109	1.83%	2018	9614	1.30%	327	0.92%
Total	124,687	3.79%	76,235	4.45%	Total	8,136	6.92%	11,132	7.56%	Total	63,950	4.40%	49,209	4.99%

County #5 : Cattaraugus					County #6 : Chautauqua					County #7 : Cayuga				
# OBD II Stations in County: 82					# OBD II Stations in County: 130					# OBD II Stations in County: 82				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	44	6.82%	67	13.43%	1996	128	12.50%	138	21.01%	1996	52	13.46%	68	14.71%
1997	70	7.14%	141	13.48%	1997	148	10.81%	201	9.95%	1997	51	13.73%	107	11.21%
1998	74	4.05%	179	14.53%	1998	176	8.52%	229	8.30%	1998	73	10.96%	128	7.81%
1999	99	10.10%	165	18.79%	1999	233	10.30%	277	9.03%	1999	110	15.45%	133	10.53%
2000	146	8.22%	232	12.07%	2000	332	11.45%	372	8.87%	2000	154	11.04%	182	11.54%
2001	190	25.79%	297	20.88%	2001	376	12.77%	444	13.74%	2001	188	13.83%	185	18.38%
2002	261	13.03%	422	17.77%	2002	465	12.04%	670	14.33%	2002	226	12.83%	285	14.39%
2003	299	14.05%	540	16.67%	2003	636	11.79%	887	13.42%	2003	307	13.03%	430	15.35%
2004	376	9.57%	729	13.58%	2004	793	10.34%	1233	12.08%	2004	382	11.52%	672	12.20%
2005	544	13.42%	813	13.41%	2005	1054	7.97%	1438	11.34%	2005	512	10.16%	705	10.64%
2006	637	11.77%	916	12.55%	2006	1209	9.18%	1578	9.44%	2006	653	8.88%	786	13.74%
2007	705	7.52%	979	11.44%	2007	1510	7.55%	1889	7.62%	2007	793	10.47%	859	9.90%
2008	871	8.73%	1236	9.87%	2008	1824	7.89%	2241	8.70%	2008	951	7.99%	1089	10.74%
2009	881	9.76%	851	11.16%	2009	1793	5.86%	1509	7.16%	2009	915	7.32%	679	8.10%
2010	856	6.31%	1065	7.23%	2010	1933	5.95%	2039	6.72%	2010	1028	5.93%	1053	7.41%
2011	856	5.72%	1433	5.51%	2011	1844	3.96%	2658	5.76%	2011	970	6.08%	1395	7.81%
2012	1010	5.45%	1495	5.02%	2012	2138	5.14%	2652	4.71%	2012	1353	5.99%	1351	4.96%
2013	954	4.30%	1477	4.33%	2013	2131	4.08%	2805	3.21%	2013	1362	4.99%	1465	4.10%
2014	999	4.60%	1898	3.11%	2014	2203	3.09%	3520	3.01%	2014	1452	3.72%	1958	3.47%
2015	1040	3.46%	2064	2.52%	2015	2141	2.66%	3523	2.07%	2015	1564	3.26%	1996	2.51%
2016	1033	2.71%	2198	2.32%	2016	2026	1.83%	3708	1.83%	2016	1432	2.37%	2215	2.62%
2017	1234	2.27%	2501	1.80%	2017	2491	1.57%	3981	2.39%	2017	1912	2.93%	2209	2.99%
2018	2887	1.59%	211	0.47%	2018	5994	1.50%	396	0.76%	2018	4255	1.50%	262	1.53%
Total	16,066	5.85%	21,909	6.82%	Total	33,578	4.78%	38,388	5.63%	Total	20,695	5.12%	20,212	6.38%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #8 : Chemung					County #9 : Chenango					County #10 : Clinton				
# OBD II Stations in County: 65					# OBD II Stations in County: 54					# OBD II Stations in County: 75				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	62	9.68%	69	10.14%	1996	30	6.67%	73	13.70%	1996	60	6.67%	66	15.15%
1997	110	7.27%	139	12.95%	1997	53	15.09%	114	13.16%	1997	92	13.04%	109	5.50%
1998	122	10.66%	152	9.21%	1998	67	11.94%	127	12.60%	1998	122	9.02%	121	9.09%
1999	152	9.21%	197	9.14%	1999	100	13.00%	150	15.33%	1999	152	5.92%	151	13.91%
2000	231	8.23%	255	9.41%	2000	128	14.84%	203	11.33%	2000	196	9.18%	212	12.74%
2001	289	10.38%	304	18.42%	2001	146	12.33%	256	12.50%	2001	240	15.83%	259	15.06%
2002	309	14.56%	441	12.02%	2002	218	15.14%	324	17.28%	2002	286	12.24%	397	12.34%
2003	412	9.22%	564	12.23%	2003	286	15.38%	388	13.66%	2003	416	9.62%	502	13.35%
2004	533	10.13%	844	12.44%	2004	318	8.81%	564	12.06%	2004	507	12.82%	728	12.77%
2005	815	9.33%	975	10.15%	2005	398	10.30%	650	13.38%	2005	710	8.59%	678	9.14%
2006	855	8.54%	936	6.73%	2006	490	9.59%	652	11.20%	2006	809	9.77%	773	8.80%
2007	1081	7.31%	1025	7.51%	2007	592	8.78%	704	7.95%	2007	1015	7.49%	815	9.82%
2008	1123	6.77%	1111	6.03%	2008	632	7.59%	728	8.52%	2008	1092	6.96%	947	9.61%
2009	1015	5.32%	632	5.22%	2009	637	6.12%	471	5.52%	2009	1082	6.47%	642	9.03%
2010	1200	5.00%	944	5.40%	2010	733	6.68%	702	6.41%	2010	1119	4.56%	848	6.25%
2011	1380	3.91%	1277	4.23%	2011	752	5.45%	929	6.14%	2011	1087	3.96%	1147	4.27%
2012	1671	3.23%	1474	3.93%	2012	904	4.31%	958	3.24%	2012	1514	3.24%	1238	4.52%
2013	1666	3.60%	1475	3.46%	2013	888	2.93%	993	3.22%	2013	1764	4.25%	1411	2.98%
2014	1872	3.37%	1832	2.35%	2014	1003	3.39%	1207	2.32%	2014	1792	2.40%	1942	2.42%
2015	1890	2.01%	2116	1.51%	2015	948	2.00%	1335	2.10%	2015	1846	2.00%	2245	1.65%
2016	1941	1.85%	2341	1.88%	2016	990	1.41%	1382	1.95%	2016	1794	1.84%	2528	1.66%
2017	3263	3.92%	2980	2.48%	2017	963	1.45%	1209	2.07%	2017	2498	1.88%	2804	2.18%
2018	5547	1.98%	257	1.17%	2018	1877	1.07%	147	3.40%	2018	5448	1.67%	277	0.00%
Total	27,539	4.31%	22,340	4.98%	Total	13,153	4.99%	14,266	6.15%	Total	25,641	4.15%	20,840	5.13%

County #11 : Columbia					County #12 : Cortland					County #13 : Delaware				
# OBD II Stations in County: 62					# OBD II Stations in County: 47					# OBD II Stations in County: 54				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	66	12.12%	73	9.59%	1996	32	6.25%	45	11.11%	1996	41	9.76%	67	10.45%
1997	109	9.17%	105	8.57%	1997	46	10.87%	56	5.36%	1997	63	7.94%	124	8.87%
1998	121	9.92%	121	9.92%	1998	49	10.20%	80	11.25%	1998	81	14.81%	140	17.86%
1999	151	13.25%	163	9.82%	1999	64	12.50%	95	11.58%	1999	108	5.56%	168	11.31%
2000	212	8.49%	256	5.86%	2000	95	14.74%	130	11.54%	2000	151	9.27%	197	14.21%
2001	259	13.51%	329	15.81%	2001	122	16.39%	129	19.38%	2001	164	14.63%	216	19.44%
2002	397	12.85%	404	13.37%	2002	152	15.13%	179	17.32%	2002	204	15.20%	303	13.20%
2003	502	9.96%	547	12.25%	2003	175	11.43%	277	14.80%	2003	250	10.00%	418	15.07%
2004	728	7.14%	702	11.11%	2004	254	10.24%	416	14.18%	2004	308	13.31%	533	14.63%
2005	678	8.85%	793	9.58%	2005	344	13.37%	490	12.65%	2005	385	12.21%	491	12.02%
2006	773	7.24%	772	7.25%	2006	375	7.73%	535	11.59%	2006	437	12.59%	514	9.34%
2007	815	6.50%	809	6.30%	2007	539	7.98%	552	8.70%	2007	493	7.10%	526	9.13%
2008	947	7.60%	902	6.10%	2008	633	11.22%	756	11.11%	2008	482	8.09%	599	10.52%
2009	642	6.39%	654	3.82%	2009	602	6.15%	452	7.74%	2009	479	5.01%	362	7.73%
2010	848	4.13%	843	4.15%	2010	763	8.78%	623	6.74%	2010	558	6.63%	528	6.06%
2011	1147	2.09%	931	4.62%	2011	802	5.61%	849	5.65%	2011	546	5.13%	682	4.55%
2012	1238	2.83%	998	3.61%	2012	1024	3.81%	967	4.14%	2012	663	4.98%	696	2.16%
2013	1411	1.42%	993	2.52%	2013	1130	3.63%	962	4.57%	2013	672	3.72%	745	4.56%
2014	1942	0.93%	1180	1.19%	2014	1143	2.89%	1302	3.00%	2014	686	3.06%	996	3.11%
2015	2245	0.98%	1259	1.83%	2015	1142	3.15%	1360	3.38%	2015	717	2.51%	1042	1.63%
2016	2528	0.67%	1377	1.38%	2016	1165	2.23%	1482	2.83%	2016	718	1.53%	1056	1.99%
2017	2804	0.57%	1142	1.75%	2017	1202	2.25%	1443	2.56%	2017	787	1.52%	1095	1.00%
2018	277	7.94%	57	1.75%	2018	2487	1.69%	134	0.00%	2018	1734	0.87%	100	0.00%
Total	20,840	3.58%	15,410	5.12%	Total	14,340	4.92%	13,314	6.22%	Total	10,727	5.24%	11,598	6.48%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #14 : Dutchess					County #15 : Erie					County #16 : Essex				
# OBD II Stations in County: 233					# OBD II Stations in County: 764					# OBD II Stations in County: 35				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	281	7.12%	189	13.76%	1996	555	8.65%	385	9.61%	1996	24	8.33%	39	10.26%
1997	424	11.08%	355	11.55%	1997	706	8.50%	637	10.52%	1997	43	11.63%	70	7.14%
1998	651	8.76%	443	11.06%	1998	930	10.32%	866	10.97%	1998	47	8.51%	67	8.96%
1999	760	11.32%	554	9.93%	1999	1368	7.89%	1086	12.06%	1999	68	10.29%	91	5.49%
2000	1222	9.08%	847	7.91%	2000	1827	10.89%	1358	12.81%	2000	81	19.75%	122	13.11%
2001	1372	13.12%	974	15.81%	2001	2253	15.80%	1727	18.65%	2001	117	7.69%	156	23.72%
2002	1716	10.96%	1426	12.83%	2002	3042	11.74%	2866	14.93%	2002	113	7.96%	196	20.92%
2003	2319	9.70%	1886	10.66%	2003	4234	10.65%	3950	12.35%	2003	154	9.09%	274	16.06%
2004	2711	9.70%	2666	9.94%	2004	5222	10.74%	5731	10.85%	2004	202	9.41%	349	16.05%
2005	3281	8.44%	2701	8.59%	2005	7184	9.42%	6759	10.06%	2005	260	13.46%	372	10.22%
2006	3587	6.77%	2850	7.72%	2006	8372	8.95%	7482	9.06%	2006	321	10.28%	377	12.73%
2007	4239	5.57%	3121	6.63%	2007	10954	7.89%	9072	7.89%	2007	382	8.64%	393	11.20%
2008	4532	5.94%	3486	6.71%	2008	12940	7.50%	11933	7.99%	2008	421	6.89%	518	8.69%
2009	4522	5.11%	2274	5.10%	2009	13996	6.32%	7969	7.48%	2009	398	5.78%	346	8.96%
2010	5366	4.14%	3178	5.22%	2010	14544	5.52%	11153	6.37%	2010	375	3.20%	487	8.83%
2011	5288	3.59%	4256	4.30%	2011	14513	5.12%	14455	5.46%	2011	428	4.44%	634	8.04%
2012	6672	3.12%	4501	3.71%	2012	17033	4.84%	15634	4.47%	2012	610	3.61%	615	4.23%
2013	7388	2.72%	4721	2.54%	2013	17677	4.15%	16541	3.54%	2013	661	4.84%	689	4.64%
2014	7110	2.01%	6107	2.37%	2014	18942	3.51%	21727	3.05%	2014	701	3.42%	1020	3.24%
2015	8233	2.22%	7082	1.99%	2015	18945	2.68%	23752	2.49%	2015	689	1.89%	990	2.32%
2016	8105	1.75%	8028	2.11%	2016	19357	2.36%	26102	2.16%	2016	672	1.79%	1203	1.33%
2017	10896	2.05%	7612	2.13%	2017	27335	2.44%	30626	2.16%	2017	772	1.94%	1174	1.62%
2018	18254	1.55%	153	3.92%	2018	66598	1.57%	1678	0.95%	2018	2075	0.77%	174	1.15%
Total	108,929	3.88%	69,410	4.77%	Total	288,527	4.45%	223,489	5.04%	Total	9,614	4.19%	10,356	6.42%

County #17 : Franklin					County #18 : Fulton					County #19 : Genesee				
# OBD II Stations in County: 47					# OBD II Stations in County: 64					# OBD II Stations in County: 69				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	27	18.52%	49	16.33%	1996	59	8.47%	52	11.54%	1996	53	9.43%	67	14.93%
1997	38	26.32%	66	13.64%	1997	68	8.82%	83	14.46%	1997	51	3.92%	92	9.78%
1998	46	6.52%	78	17.95%	1998	71	18.31%	119	10.92%	1998	85	5.88%	126	13.49%
1999	68	8.82%	104	14.42%	1999	114	7.89%	162	11.11%	1999	97	9.28%	127	13.39%
2000	77	9.09%	115	17.39%	2000	167	10.78%	198	11.11%	2000	110	8.18%	180	9.44%
2001	98	24.49%	156	24.36%	2001	205	11.22%	236	18.22%	2001	163	14.72%	218	15.60%
2002	134	17.91%	212	16.51%	2002	282	14.18%	400	16.50%	2002	212	10.38%	311	12.22%
2003	199	14.07%	293	17.75%	2003	306	8.50%	499	11.82%	2003	281	7.83%	382	14.14%
2004	241	14.94%	407	14.74%	2004	395	12.15%	643	10.73%	2004	321	8.41%	567	10.23%
2005	321	12.15%	451	14.86%	2005	542	8.67%	698	10.17%	2005	463	8.42%	650	9.08%
2006	376	12.77%	471	11.04%	2006	596	11.41%	724	8.01%	2006	566	5.83%	717	8.09%
2007	421	10.69%	510	12.16%	2007	765	6.54%	735	7.48%	2007	788	6.73%	813	8.61%
2008	494	6.68%	627	10.69%	2008	831	5.78%	844	6.87%	2008	863	8.23%	997	8.43%
2009	509	8.64%	428	10.51%	2009	755	5.96%	590	6.61%	2009	886	6.66%	695	5.90%
2010	489	4.50%	592	7.43%	2010	857	4.32%	779	4.75%	2010	841	6.18%	1039	5.39%
2011	516	6.59%	767	7.69%	2011	800	4.00%	947	4.12%	2011	890	4.27%	1246	4.82%
2012	639	4.54%	818	6.72%	2012	1118	3.31%	1079	4.08%	2012	1077	4.55%	1409	3.90%
2013	702	3.85%	835	3.83%	2013	1137	2.81%	1134	3.53%	2013	1102	4.26%	1377	2.76%
2014	679	3.09%	1160	3.10%	2014	1148	3.83%	1511	2.05%	2014	1145	4.45%	1795	2.90%
2015	662	2.87%	1130	1.68%	2015	1304	2.45%	1691	2.37%	2015	1114	3.05%	1775	2.25%
2016	557	2.69%	1361	2.13%	2016	1326	2.34%	1736	1.73%	2016	1078	2.32%	2107	3.13%
2017	690	0.87%	1448	2.35%	2017	1439	2.64%	1868	1.82%	2017	1290	2.09%	2320	2.11%
2018	2217	1.13%	171	1.17%	2018	3365	1.69%	206	0.00%	2018	3388	1.27%	181	0.55%
Total	10,200	5.39%	12,249	6.97%	Total	17,650	4.45%	16,934	5.22%	Total	16,864	4.42%	19,191	5.12%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #20 : Greene					County #21 : Hamilton					County #22 : Herkimer				
# OBD II Stations in County: 45					# OBD II Stations in County: 5					# OBD II Stations in County: 52				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	62	3.23%	70	12.86%	1996	1	0.00%	5	0.00%	1996	32	0.00%	51	15.69%
1997	82	12.20%	111	10.81%	1997	3	0.00%	7	28.57%	1997	52	3.85%	59	10.17%
1998	98	8.16%	129	13.18%	1998	6	0.00%	2	0.00%	1998	58	8.62%	81	11.11%
1999	129	13.18%	182	10.44%	1999	2	50.00%	3	0.00%	1999	64	6.25%	104	10.58%
2000	159	10.69%	213	13.62%	2000	4	0.00%	9	11.11%	2000	90	6.67%	127	7.87%
2001	238	13.03%	233	18.88%	2001	8	0.00%	4	0.00%	2001	129	10.08%	146	17.81%
2002	287	12.54%	337	15.43%	2002	3	66.67%	20	10.00%	2002	183	9.84%	215	16.74%
2003	366	12.84%	478	12.13%	2003	14	14.29%	27	14.81%	2003	258	10.08%	313	11.82%
2004	431	11.37%	558	14.34%	2004	11	9.09%	28	3.57%	2004	300	8.00%	421	9.98%
2005	560	7.68%	508	8.46%	2005	15	6.67%	24	4.17%	2005	397	10.08%	493	10.14%
2006	572	9.79%	526	10.65%	2006	13	0.00%	27	3.70%	2006	471	9.77%	526	10.65%
2007	632	8.86%	506	8.30%	2007	28	10.71%	31	9.68%	2007	592	6.42%	567	8.99%
2008	611	6.71%	603	6.30%	2008	29	6.90%	45	4.44%	2008	645	6.05%	715	10.07%
2009	653	4.59%	392	6.38%	2009	17	5.88%	28	14.29%	2009	694	6.48%	417	8.87%
2010	684	4.39%	509	4.91%	2010	23	4.35%	35	0.00%	2010	753	3.98%	628	5.73%
2011	660	4.09%	667	4.50%	2011	30	6.67%	46	2.17%	2011	740	4.46%	773	5.30%
2012	790	2.41%	628	3.82%	2012	36	5.56%	60	1.67%	2012	934	4.60%	783	4.98%
2013	850	2.35%	639	2.66%	2013	43	2.33%	54	1.85%	2013	970	3.61%	866	3.35%
2014	915	2.19%	824	2.18%	2014	31	3.23%	66	0.00%	2014	952	3.57%	1090	2.57%
2015	942	1.38%	958	1.98%	2015	60	0.00%	77	2.60%	2015	956	1.67%	1112	1.44%
2016	914	1.64%	937	1.39%	2016	36	2.78%	68	2.94%	2016	927	2.05%	1189	1.60%
2017	1064	2.35%	879	2.16%	2017	54	1.85%	61	0.00%	2017	903	1.00%	975	1.03%
2018	1968	1.52%	51	3.92%	2018	107	0.00%	16	0.00%	2018	1840	1.14%	150	0.67%
Total	13,667	4.70%	10,938	6.32%	Total	574	3.83%	743	3.77%	Total	12,940	4.22%	11,801	5.68%

County #23 : Jefferson					County #25 : Lewis					County #26 : Livingston				
# OBD II Stations in County: 102					# OBD II Stations in County: 32					# OBD II Stations in County: 69				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	51	9.80%	99	12.12%	1996	14	7.14%	31	6.45%	1996	51	9.80%	52	9.62%
1997	87	22.99%	144	10.42%	1997	19	5.26%	60	6.67%	1997	49	20.41%	110	11.82%
1998	104	10.58%	182	13.19%	1998	44	2.27%	74	5.41%	1998	114	10.53%	128	10.94%
1999	141	9.22%	209	10.05%	1999	36	8.33%	79	8.86%	1999	117	9.40%	139	9.35%
2000	161	9.32%	229	7.42%	2000	61	6.56%	87	11.49%	2000	134	14.93%	186	12.90%
2001	227	10.13%	294	17.35%	2001	72	19.44%	110	11.82%	2001	179	9.50%	213	15.96%
2002	271	11.81%	426	18.08%	2002	83	10.84%	137	12.41%	2002	225	14.22%	282	15.60%
2003	373	14.48%	557	12.93%	2003	116	8.62%	197	8.63%	2003	307	7.49%	378	12.17%
2004	490	12.24%	795	14.47%	2004	135	6.67%	288	8.68%	2004	405	10.37%	559	11.63%
2005	673	10.55%	946	13.00%	2005	198	5.05%	297	11.45%	2005	534	8.24%	722	10.11%
2006	835	11.62%	995	10.95%	2006	229	8.73%	343	9.33%	2006	608	9.70%	699	8.01%
2007	1015	8.97%	1106	8.05%	2007	308	6.49%	397	9.32%	2007	770	8.70%	707	7.64%
2008	1144	10.31%	1384	7.44%	2008	311	5.79%	460	6.74%	2008	851	6.82%	919	7.83%
2009	1004	8.47%	871	7.12%	2009	286	7.34%	278	6.83%	2009	832	6.61%	615	6.67%
2010	1141	6.75%	1273	6.76%	2010	308	5.52%	321	3.12%	2010	846	5.32%	865	7.63%
2011	1331	4.96%	1740	6.09%	2011	282	3.55%	478	5.65%	2011	867	3.92%	1148	4.97%
2012	1585	5.36%	1809	4.75%	2012	372	5.11%	459	4.14%	2012	954	4.72%	1188	3.70%
2013	1864	5.15%	1932	4.30%	2013	369	4.34%	531	2.45%	2013	932	2.25%	1228	3.66%
2014	1986	3.98%	2890	3.36%	2014	364	2.47%	658	2.13%	2014	1027	2.82%	1731	2.95%
2015	2192	3.06%	3371	2.49%	2015	311	3.54%	681	1.62%	2015	979	2.25%	1888	2.44%
2016	2204	2.90%	3858	2.28%	2016	310	2.26%	715	1.26%	2016	959	1.56%	1900	2.00%
2017	2820	2.30%	4463	2.44%	2017	283	0.71%	711	1.27%	2017	1011	2.08%	1927	2.34%
2018	7715	1.92%	592	1.35%	2018	914	0.44%	139	0.00%	2018	2949	1.22%	233	0.00%
Total	29,414	4.90%	30,165	5.43%	Total	5,425	4.35%	7,531	4.83%	Total	15,700	4.61%	17,817	5.31%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #27 : Madison					County #28 : Monroe					County #29 : Montgomery				
# OBD II Stations in County: 69					# OBD II Stations in County: 525					# OBD II Stations in County: 44				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	43	4.65%	53	13.95%	1996	506	8.30%	307	6.13%	1996	42	9.52%	33	11.90%
1997	53	1.89%	77	16.98%	1997	679	10.46%	476	6.92%	1997	59	6.78%	71	5.08%
1998	66	6.06%	106	13.64%	1998	926	8.32%	615	8.75%	1998	65	13.85%	68	16.92%
1999	88	11.36%	144	14.77%	1999	1298	9.17%	800	7.01%	1999	81	17.28%	94	17.28%
2000	129	7.75%	156	13.18%	2000	1821	10.71%	1047	5.93%	2000	132	15.15%	121	10.61%
2001	153	9.80%	173	19.61%	2001	2178	14.19%	1271	9.46%	2001	157	17.83%	151	21.02%
2002	176	12.50%	248	15.34%	2002	2953	12.12%	2148	9.31%	2002	167	11.98%	243	22.16%
2003	285	9.12%	350	14.74%	2003	4329	10.49%	3193	9.12%	2003	253	18.97%	301	22.53%
2004	359	9.19%	497	16.16%	2004	5371	9.68%	4646	8.60%	2004	303	12.87%	415	16.17%
2005	501	6.19%	532	12.38%	2005	7229	8.41%	5615	7.69%	2005	383	13.84%	533	13.05%
2006	579	9.15%	641	8.98%	2006	8643	8.39%	6312	6.28%	2006	414	10.39%	486	12.80%
2007	706	9.07%	750	10.06%	2007	10909	6.99%	7640	5.04%	2007	531	9.79%	513	9.60%
2008	774	6.98%	962	9.30%	2008	12493	7.04%	9650	5.48%	2008	570	9.30%	579	9.82%
2009	797	7.40%	580	5.14%	2009	13104	5.15%	6406	3.31%	2009	566	7.95%	329	5.48%
2010	932	4.18%	802	4.08%	2010	14189	4.64%	8761	3.23%	2010	575	6.26%	482	6.09%
2011	942	3.50%	1178	6.69%	2011	14296	4.39%	11973	3.97%	2011	519	4.05%	619	4.62%
2012	1133	3.71%	1240	4.85%	2012	16659	3.66%	12885	3.29%	2012	647	5.26%	568	5.56%
2013	1239	3.47%	1455	4.52%	2013	17825	3.58%	12824	2.24%	2013	771	4.41%	644	3.63%
2014	1350	3.33%	1846	4.44%	2014	17818	3.14%	17028	3.01%	2014	727	1.93%	921	3.16%
2015	1389	2.59%	2143	4.61%	2015	18483	2.43%	18448	2.21%	2015	733	2.32%	914	2.59%
2016	1510	2.12%	2415	3.84%	2016	18624	2.02%	19978	1.98%	2016	705	1.99%	1023	3.12%
2017	1697	2.36%	2874	4.36%	2017	26026	1.93%	21184	1.56%	2017	745	2.42%	1162	3.76%
2018	4227	1.77%	288	0.12%	2018	48540	1.57%	1060	0.01%	2018	1555	1.35%	67	0.13%
Total	19,128	4.02%	19,510	5.03%	Total	264,899	4.14%	174,267	4.68%	Total	10,700	5.99%	10,337	6.59%

County #32 : Niagara					County #33 : Oneida					County #34 : Onondaga				
# OBD II Stations in County: 190					# OBD II Stations in County: 219					# OBD II Stations in County: 391				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	164	6.10%	135	14.81%	1996	141	6.38%	154	7.79%	1996	248	6.05%	174	9.77%
1997	188	5.85%	231	9.52%	1997	203	8.37%	244	9.43%	1997	333	9.31%	289	11.07%
1998	320	9.38%	341	12.32%	1998	246	8.13%	293	9.22%	1998	417	10.79%	359	10.31%
1999	404	8.42%	405	10.12%	1999	351	7.41%	349	10.60%	1999	578	9.17%	444	10.36%
2000	506	8.89%	518	10.42%	2000	446	11.43%	444	9.68%	2000	751	8.92%	538	11.34%
2001	608	14.47%	608	15.13%	2001	617	15.24%	524	18.89%	2001	945	14.60%	652	15.49%
2002	951	10.20%	1018	12.77%	2002	788	11.17%	779	15.53%	2002	1313	12.80%	1035	13.82%
2003	1272	8.25%	1398	11.87%	2003	1025	11.51%	1053	13.20%	2003	1764	10.71%	1442	12.69%
2004	1411	8.65%	1779	9.16%	2004	1296	9.95%	1660	13.43%	2004	2173	10.77%	2302	12.86%
2005	1931	9.17%	1994	9.43%	2005	1683	9.86%	1977	10.57%	2005	3021	9.27%	2827	11.50%
2006	2194	8.02%	2044	8.61%	2006	2257	9.61%	2210	9.41%	2006	3722	9.51%	3089	8.74%
2007	2718	7.14%	2516	6.76%	2007	2951	8.37%	2633	8.39%	2007	4995	7.99%	3800	7.76%
2008	3156	6.24%	3202	6.93%	2008	3308	7.50%	3129	7.48%	2008	5529	6.91%	5064	8.02%
2009	3359	6.58%	2208	7.34%	2009	3180	6.38%	2069	6.23%	2009	5708	6.27%	3348	8.00%
2010	3214	4.60%	2736	5.99%	2010	3698	6.08%	2905	6.37%	2010	6990	5.52%	4946	5.98%
2011	3147	4.99%	3540	4.49%	2011	3735	5.06%	3786	4.86%	2011	7198	4.35%	6787	5.23%
2012	3710	4.20%	3906	3.87%	2012	4649	4.13%	3686	4.94%	2012	9251	4.32%	7490	5.23%
2013	3666	4.17%	3866	3.23%	2013	5020	3.33%	4203	3.88%	2013	10606	4.03%	8255	3.77%
2014	3866	3.26%	5063	3.06%	2014	4976	2.67%	5330	3.41%	2014	10914	3.00%	10735	3.08%
2015	3534	2.41%	5268	2.09%	2015	5411	2.77%	6252	2.29%	2015	11642	2.55%	12536	2.07%
2016	3484	2.50%	5778	1.49%	2016	5249	2.06%	6541	2.38%	2016	11728	2.30%	14493	1.95%
2017	4552	2.09%	6547	2.08%	2017	6731	2.57%	6149	2.39%	2017	16155	2.29%	14575	2.37%
2018	12266	1.21%	426	1.17%	2018	12739	1.71%	637	0.63%	2018	32765	1.47%	1004	1.49%
Total	60,621	4.39%	55,527	4.93%	Total	70,700	4.51%	57,007	5.39%	Total	148,746	4.02%	106,184	4.77%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #35 : Ontario					County #36 : Orange					County #37 : Orleans				
# OBD II Stations in County: 119					# OBD II Stations in County: 268					# OBD II Stations in County: 44				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	93	6.45%	94	19.15%	1996	360	10.28%	257	14.01%	1996	49	6.12%	44	15.91%
1997	116	13.79%	147	4.76%	1997	461	8.03%	425	10.12%	1997	38	5.26%	81	8.64%
1998	149	8.72%	188	11.17%	1998	690	10.43%	571	14.19%	1998	62	3.23%	119	13.45%
1999	205	5.85%	201	13.43%	1999	941	8.93%	798	11.40%	1999	76	10.53%	136	14.71%
2000	293	8.53%	260	8.08%	2000	1365	9.52%	1072	10.45%	2000	122	11.48%	183	14.75%
2001	340	14.71%	290	14.83%	2001	1516	14.31%	1339	18.60%	2001	126	19.05%	202	19.80%
2002	499	12.42%	477	16.35%	2002	2006	12.71%	1990	14.87%	2002	178	15.17%	322	14.29%
2003	595	8.74%	622	13.67%	2003	2742	10.98%	2559	13.48%	2003	238	15.13%	386	16.06%
2004	767	9.91%	949	10.12%	2004	3132	11.21%	3750	11.65%	2004	270	16.30%	578	14.71%
2005	1007	7.85%	1102	10.80%	2005	3856	8.61%	3806	11.04%	2005	390	11.54%	591	11.17%
2006	1254	8.53%	1185	9.03%	2006	4320	9.38%	3819	8.96%	2006	455	14.51%	595	8.24%
2007	1535	6.84%	1358	7.73%	2007	4938	8.16%	4174	7.57%	2007	514	9.34%	611	11.13%
2008	1765	6.01%	1809	7.02%	2008	5203	7.34%	4691	7.21%	2008	653	9.04%	770	8.83%
2009	1797	5.18%	1146	7.50%	2009	5164	5.07%	3023	6.38%	2009	509	7.07%	403	6.95%
2010	2103	4.85%	1659	6.03%	2010	6166	4.41%	4106	5.70%	2010	470	5.96%	535	6.73%
2011	2266	5.12%	2402	4.45%	2011	6023	3.97%	5475	4.66%	2011	495	7.27%	673	7.28%
2012	2720	4.74%	2498	3.96%	2012	7586	3.95%	5552	3.91%	2012	628	4.46%	693	5.92%
2013	3049	3.41%	2823	3.65%	2013	8455	3.28%	5917	3.41%	2013	522	5.17%	694	4.18%
2014	3212	2.93%	3646	2.80%	2014	8150	2.83%	7401	2.88%	2014	556	4.32%	893	2.46%
2015	3445	2.32%	3978	2.49%	2015	9310	2.21%	9013	2.41%	2015	541	1.66%	929	1.72%
2016	3397	2.09%	4390	2.51%	2016	9074	2.33%	10125	1.99%	2016	568	1.94%	1107	1.81%
2017	4498	2.62%	4496	2.14%	2017	11876	2.93%	9942	2.66%	2017	724	1.66%	1992	2.86%
2018	8059	1.60%	410	0.98%	2018	22259	1.46%	220	3.64%	2018	2213	4.74%	87	0.00%
Total	43,164	4.04%	36,130	4.87%	Total	125,593	4.52%	90,025	5.68%	Total	10,397	6.68%	12,624	6.80%

County #38 : Oswego					County #39 : Otsego					County #40 : Putnam				
# OBD II Stations in County: 114					# OBD II Stations in County: 64					# OBD II Stations in County: 79				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	83	10.84%	88	6.82%	1996	52	13.46%	55	9.09%	1996	98	8.16%	42	11.90%
1997	90	10.00%	149	10.74%	1997	62	8.06%	104	11.54%	1997	136	6.62%	101	7.92%
1998	129	9.30%	190	8.42%	1998	87	9.20%	129	13.18%	1998	164	9.76%	112	10.71%
1999	187	11.76%	203	11.33%	1999	124	10.48%	149	10.07%	1999	247	8.10%	159	15.09%
2000	270	9.26%	267	8.24%	2000	170	10.00%	223	11.66%	2000	353	9.35%	230	14.78%
2001	308	12.01%	356	18.82%	2001	206	16.50%	260	21.92%	2001	392	14.03%	284	14.44%
2002	394	11.93%	515	12.62%	2002	287	11.85%	357	14.85%	2002	545	12.66%	446	14.80%
2003	482	8.92%	713	13.74%	2003	324	13.89%	431	11.60%	2003	741	9.85%	579	11.05%
2004	580	10.00%	1103	12.42%	2004	378	10.58%	584	12.33%	2004	834	12.95%	862	11.60%
2005	819	9.65%	1140	9.74%	2005	493	10.14%	632	12.03%	2005	1018	9.23%	921	9.55%
2006	1006	8.75%	1251	10.39%	2006	590	8.47%	653	9.19%	2006	1121	7.49%	912	7.79%
2007	1177	6.46%	1402	9.63%	2007	765	7.58%	739	7.71%	2007	1297	6.25%	1018	7.76%
2008	1364	7.04%	1836	9.31%	2008	768	6.90%	860	8.49%	2008	1431	8.04%	1106	7.05%
2009	1184	6.93%	1047	7.74%	2009	803	7.22%	552	5.43%	2009	1419	4.30%	777	5.53%
2010	1338	6.65%	1468	5.25%	2010	883	4.98%	777	5.92%	2010	1661	4.15%	1004	5.28%
2011	1396	5.66%	2012	5.52%	2011	908	3.41%	967	5.48%	2011	1618	3.15%	1440	3.61%
2012	1691	4.08%	2098	4.53%	2012	1171	2.90%	1046	4.97%	2012	2017	2.73%	1542	5.19%
2013	1767	5.60%	2175	4.69%	2013	1262	4.20%	1111	3.87%	2013	2211	3.08%	1535	3.26%
2014	1841	3.69%	2934	4.19%	2014	1424	2.81%	1515	2.05%	2014	2155	2.37%	1938	2.84%
2015	1875	2.72%	3174	3.40%	2015	1514	2.18%	1738	1.84%	2015	2505	2.00%	2491	2.09%
2016	1776	2.76%	3566	2.72%	2016	1579	1.96%	1908	1.68%	2016	2415	1.70%	2619	2.18%
2017	1872	2.40%	3371	2.31%	2017	1940	1.80%	1830	2.73%	2017	3200	2.16%	2178	2.34%
2018	5039	2.12%	320	1.25%	2018	3570	1.32%	137	0.73%	2018	5997	1.37%	18	0.00%
Total	26,668	5.02%	31,378	5.97%	Total	19,360	4.24%	16,757	5.63%	Total	33,575	4.06%	22,314	5.21%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #42 : Rensselaer					County #45 : St Lawrence					County #46 : Saratoga				
# OBD II Stations in County: 117					# OBD II Stations in County: 107					# OBD II Stations in County: 156				
Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail
1996	111	6.31%	91	8.79%	1996	51	5.88%	94	10.64%	1996	168	8.33%	130	13.08%
1997	154	8.44%	175	10.86%	1997	87	11.49%	162	12.96%	1997	194	6.70%	201	5.97%
1998	216	13.43%	237	9.70%	1998	78	14.10%	225	12.44%	1998	270	9.63%	257	9.73%
1999	290	8.62%	245	12.24%	1999	143	8.39%	237	10.97%	1999	419	11.69%	311	10.29%
2000	433	9.93%	319	11.91%	2000	185	8.11%	306	10.78%	2000	534	9.74%	436	13.53%
2001	491	13.85%	445	15.73%	2001	253	13.44%	368	19.29%	2001	690	11.59%	523	14.72%
2002	665	10.98%	694	11.38%	2002	338	14.20%	577	14.73%	2002	864	11.46%	798	14.66%
2003	912	9.65%	945	11.01%	2003	463	10.80%	762	17.19%	2003	1174	9.37%	1107	12.65%
2004	1069	9.35%	1290	11.63%	2004	547	10.05%	1031	13.77%	2004	1505	9.24%	1622	10.60%
2005	1438	8.34%	1352	8.51%	2005	847	11.22%	1178	12.90%	2005	1897	8.01%	1812	10.21%
2006	1495	7.83%	1347	8.69%	2006	1019	10.21%	1222	12.11%	2006	2174	7.22%	1920	9.17%
2007	1865	6.17%	1533	6.65%	2007	1242	8.70%	1416	11.72%	2007	2636	6.98%	2199	7.05%
2008	2082	5.19%	1848	7.63%	2008	1367	9.95%	1651	7.21%	2008	2947	6.58%	2738	6.87%
2009	2066	5.23%	1229	6.02%	2009	1162	7.49%	1028	7.68%	2009	3002	5.26%	1875	5.87%
2010	2319	4.79%	1582	4.93%	2010	1303	6.06%	1455	5.02%	2010	3582	4.86%	2622	4.35%
2011	2257	3.72%	2105	3.47%	2011	1346	5.50%	1864	5.74%	2011	3552	3.69%	3580	4.44%
2012	2849	3.62%	2122	3.44%	2012	1570	5.41%	1955	4.86%	2012	4761	3.00%	3869	3.59%
2013	2922	2.74%	2273	3.34%	2013	1644	4.38%	2118	4.15%	2013	4995	3.06%	4216	2.85%
2014	2934	2.39%	2668	2.44%	2014	1597	3.51%	2794	3.47%	2014	5179	2.78%	5648	2.62%
2015	3134	1.66%	2997	1.97%	2015	1746	2.92%	2997	1.97%	2015	5485	1.95%	6464	1.98%
2016	2933	1.67%	3207	1.47%	2016	1462	1.50%	3174	1.32%	2016	5158	1.96%	7018	1.88%
2017	3930	2.82%	2204	0.82%	2017	1703	1.88%	3403	1.88%	2017	7045	1.45%	6411	1.75%
2018	5856	1.52%	163	0.61%	2018	4855	1.07%	486	1.03%	2018	13668	1.35%	346	0.87%
Total	42,421	4.16%	31,071	5.02%	Total	25,008	5.16%	30,503	6.04%	Total	71,899	3.71%	56,103	4.49%

County #47 : Schenectady					County #48 : Schoharie					County #49 : Schuyler				
# OBD II Stations in County: 127					# OBD II Stations in County: 36					# OBD II Stations in County: 20				
Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail	Model Year	Light Duty Vehicles Volume	% Fail	Light Duty Trucks Volume	% Fail
1996	139	12.23%	107	4.67%	1996	36	8.33%	56	12.50%	1996	16	0.00%	23	4.35%
1997	159	6.29%	164	9.76%	1997	33	9.09%	77	14.29%	1997	24	4.17%	36	8.33%
1998	230	9.57%	189	6.35%	1998	64	10.94%	93	8.60%	1998	42	4.76%	51	9.80%
1999	334	9.28%	257	12.45%	1999	71	8.45%	133	9.77%	1999	38	0.00%	58	8.62%
2000	455	9.01%	357	10.36%	2000	97	5.15%	130	8.46%	2000	67	7.46%	69	11.59%
2001	572	15.03%	454	15.20%	2001	116	13.79%	165	13.94%	2001	60	11.67%	83	16.87%
2002	720	13.19%	682	14.08%	2002	162	6.79%	216	12.96%	2002	73	13.70%	129	12.40%
2003	1017	10.72%	954	12.47%	2003	207	14.01%	277	14.44%	2003	111	5.41%	164	12.20%
2004	1262	10.94%	1341	10.74%	2004	207	12.08%	379	11.61%	2004	118	11.02%	235	12.77%
2005	1581	10.12%	1517	11.01%	2005	323	11.15%	371	8.09%	2005	194	4.12%	239	7.53%
2006	1784	7.85%	1535	9.06%	2006	353	8.22%	346	7.80%	2006	217	7.37%	292	8.90%
2007	2212	6.51%	1737	8.81%	2007	360	6.11%	353	8.50%	2007	261	6.90%	262	6.49%
2008	2226	5.80%	2083	6.58%	2008	392	6.89%	407	8.11%	2008	251	5.18%	279	6.45%
2009	2421	5.49%	1416	6.64%	2009	389	6.17%	283	8.48%	2009	235	5.11%	116	3.45%
2010	2663	4.92%	1765	5.61%	2010	405	4.44%	328	4.88%	2010	231	1.73%	235	5.53%
2011	2548	4.08%	2244	4.46%	2011	307	3.91%	463	4.97%	2011	209	4.31%	282	3.55%
2012	3350	3.64%	2575	3.77%	2012	450	5.11%	484	3.93%	2012	280	3.57%	264	3.41%
2013	3660	3.74%	2676	3.18%	2013	446	4.26%	420	3.81%	2013	252	1.19%	254	2.76%
2014	3719	2.69%	3419	2.66%	2014	437	1.60%	606	2.31%	2014	260	1.92%	408	1.96%
2015	3959	2.78%	4021	2.09%	2015	489	2.25%	622	2.25%	2015	270	1.11%	375	1.60%
2016	4287	2.38%	4663	2.02%	2016	479	1.67%	649	1.85%	2016	252	1.19%	349	0.86%
2017	6960	2.40%	4582	2.42%	2017	438	2.05%	461	1.30%	2017	243	1.65%	365	0.00%
2018	10606	1.74%	216	1.39%	2018	934	1.18%	54	0.00%	2018	603	0.83%	39	2.56%
Total	56,864	4.24%	38,954	5.09%	Total	7,195	5.02%	7,373	6.09%	Total	4,307	3.65%	4,607	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 1/1/2020 to 12/31/2020)

County #50 : Seneca					County #51 : Steuben					County #53 : Sullivan				
# OBD II Stations in County: 36					# OBD II Stations in County: 99					# OBD II Stations in County: 82				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	36	2.78%	37	13.51%	1996	73	9.59%	131	12.98%	1996	70	4.29%	90	10.00%
1997	46	8.70%	65	9.23%	1997	133	11.28%	187	8.02%	1997	102	12.75%	132	8.33%
1998	58	13.79%	76	13.16%	1998	164	9.76%	231	16.45%	1998	153	11.11%	155	16.77%
1999	82	10.98%	96	8.33%	1999	195	10.26%	313	8.63%	1999	198	12.63%	175	15.43%
2000	92	7.61%	132	9.85%	2000	299	10.03%	391	10.23%	2000	208	11.06%	250	12.40%
2001	116	7.76%	141	17.02%	2001	355	14.65%	462	20.35%	2001	288	17.36%	306	20.59%
2002	172	9.30%	221	13.12%	2002	420	14.76%	637	14.60%	2002	365	11.23%	444	17.57%
2003	238	7.14%	298	14.77%	2003	559	13.95%	827	12.58%	2003	460	16.09%	571	12.96%
2004	265	7.55%	398	12.06%	2004	676	13.46%	1136	13.73%	2004	542	11.81%	739	15.70%
2005	354	8.19%	473	9.30%	2005	967	11.27%	1278	11.03%	2005	661	12.10%	782	12.28%
2006	460	6.96%	531	8.29%	2006	1111	10.89%	1395	9.75%	2006	712	10.39%	797	9.91%
2007	483	8.07%	571	7.01%	2007	1356	8.55%	1331	9.32%	2007	830	7.35%	786	7.51%
2008	581	8.26%	609	6.24%	2008	1536	8.27%	1569	8.86%	2008	875	8.11%	959	9.70%
2009	548	5.29%	379	4.49%	2009	1255	8.37%	922	8.03%	2009	875	8.00%	621	6.76%
2010	629	5.56%	533	4.69%	2010	1322	5.67%	1264	6.17%	2010	887	5.07%	749	6.01%
2011	654	4.89%	708	4.10%	2011	1531	4.83%	1590	5.47%	2011	841	4.76%	950	6.32%
2012	671	4.62%	687	3.49%	2012	1691	4.67%	1881	5.05%	2012	990	4.65%	925	5.30%
2013	791	2.78%	718	3.34%	2013	1736	3.74%	1855	4.64%	2013	1160	3.79%	1014	4.04%
2014	701	3.00%	846	1.89%	2014	1815	3.14%	2473	3.07%	2014	1016	2.85%	1187	2.95%
2015	609	2.63%	919	2.29%	2015	1725	2.38%	2634	2.32%	2015	1191	1.43%	1534	1.76%
2016	618	1.78%	966	2.28%	2016	1692	2.13%	2717	1.55%	2016	1079	1.95%	1562	1.41%
2017	671	1.49%	935	2.89%	2017	1883	2.12%	2996	1.94%	2017	1207	1.49%	1373	1.75%
2018	1624	1.48%	89	1.12%	2018	4463	1.34%	357	0.00%	2018	2846	1.72%	89	2.25%
Total	10,499	4.48%	10,428	5.36%	Total	26,957	5.48%	28,577	6.23%	Total	17,556	5.55%	16,190	6.85%

County #54 : Tioga					County #55 : Tompkins					County #56 : Ulster				
# OBD II Stations in County: 50					# OBD II Stations in County: 72					# OBD II Stations in County: 149				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	54	9.26%	68	5.88%	1996	77	12.99%	49	14.29%	1996	199	9.05%	232	13.36%
1997	78	6.41%	90	8.89%	1997	116	11.21%	83	10.84%	1997	325	9.54%	310	14.19%
1998	75	9.33%	141	12.77%	1998	158	12.66%	128	13.28%	1998	491	7.33%	413	11.38%
1999	110	10.00%	162	15.43%	1999	199	11.06%	172	13.95%	1999	594	12.96%	519	13.49%
2000	150	7.33%	207	10.14%	2000	244	11.48%	207	10.14%	2000	861	11.03%	726	10.88%
2001	186	15.59%	247	21.05%	2001	270	15.19%	243	20.58%	2001	989	13.75%	846	17.26%
2002	255	14.51%	328	15.55%	2002	361	17.73%	311	15.11%	2002	1284	12.54%	1141	11.39%
2003	302	11.92%	427	12.88%	2003	450	9.78%	459	15.90%	2003	1544	9.33%	1421	12.03%
2004	362	6.35%	596	13.93%	2004	638	10.03%	576	11.28%	2004	1864	9.55%	2006	10.92%
2005	481	9.56%	641	11.23%	2005	864	8.56%	722	10.25%	2005	2232	8.83%	1966	9.16%
2006	540	10.37%	642	9.66%	2006	951	8.62%	816	9.93%	2006	2359	6.53%	1956	8.13%
2007	626	9.11%	698	10.89%	2007	1173	7.93%	918	9.69%	2007	2691	6.32%	2007	6.73%
2008	685	9.34%	731	9.58%	2008	1283	6.63%	1040	9.23%	2008	2902	6.31%	2230	7.04%
2009	618	6.96%	443	7.00%	2009	1251	5.28%	690	6.96%	2009	2895	5.25%	1484	4.78%
2010	683	5.71%	637	6.75%	2010	1484	5.93%	937	6.51%	2010	3249	3.91%	1957	5.31%
2011	693	5.19%	881	6.02%	2011	1461	5.54%	1200	5.50%	2011	2989	3.71%	2467	4.82%
2012	892	4.71%	866	5.08%	2012	1930	3.58%	1300	4.15%	2012	3684	3.12%	2683	3.80%
2013	804	3.23%	898	3.67%	2013	2094	3.25%	1397	3.65%	2013	4061	3.03%	2520	2.86%
2014	866	2.77%	1027	2.92%	2014	2035	2.90%	1713	2.57%	2014	3913	1.92%	3280	3.08%
2015	795	2.14%	1063	1.13%	2015	2239	2.95%	1996	2.71%	2015	4287	1.91%	3823	2.64%
2016	716	1.68%	1146	2.53%	2016	2011	2.04%	2111	1.71%	2016	4049	1.80%	3944	2.05%
2017	783	2.17%	1044	1.92%	2017	2899	3.41%	1933	1.66%	2017	5422	2.34%	4125	2.55%
2018	1476	1.49%	102	0.98%	2018	4391	2.21%	187	1.60%	2018	8679	1.72%	108	5.56%
Total	12,230	5.44%	13,085	6.82%	Total	28,579	4.81%	19,188	5.74%	Total	61,563	4.41%	42,164	5.76%

Appendix D

Table D-2: Summary of OBD II Initial Test Volumes and Failure Rates by County in Upstate
(Based on Data Collected from 1/1/2020 to 12/31/2020)

County #57 : Warren					County #58 : Washington					County #59 : Wayne				
# OBD II Stations in County: 67					# OBD II Stations in County: 47					# OBD II Stations in County: 87				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	51	7.84%	59	18.64%	1996	43	4.65%	50	12.00%	1996	84	3.57%	75	20.00%
1997	70	8.57%	101	15.84%	1997	85	9.41%	89	8.99%	1997	83	4.82%	140	5.71%
1998	115	8.70%	111	13.51%	1998	85	5.88%	122	12.30%	1998	124	12.90%	176	13.07%
1999	144	8.33%	136	10.29%	1999	117	8.55%	139	10.79%	1999	173	9.83%	195	10.26%
2000	181	9.94%	176	11.93%	2000	128	6.25%	203	8.37%	2000	211	10.90%	253	14.23%
2001	219	13.24%	216	16.20%	2001	181	13.26%	237	17.30%	2001	296	14.53%	316	16.46%
2002	287	14.63%	311	17.04%	2002	240	9.17%	340	18.53%	2002	375	13.07%	451	14.63%
2003	395	13.16%	452	15.04%	2003	309	10.03%	477	10.69%	2003	490	12.45%	636	11.48%
2004	487	7.80%	614	12.70%	2004	360	11.39%	641	9.98%	2004	592	10.47%	958	13.67%
2005	625	8.48%	701	9.27%	2005	497	8.05%	662	9.97%	2005	762	11.55%	1010	10.89%
2006	746	5.76%	748	9.63%	2006	523	10.71%	667	9.00%	2006	958	8.35%	1071	8.50%
2007	911	7.68%	876	8.90%	2007	603	6.47%	713	6.17%	2007	1163	8.51%	1239	8.56%
2008	992	6.05%	1095	7.21%	2008	698	6.59%	849	6.01%	2008	1302	6.30%	1410	7.23%
2009	999	5.31%	803	6.10%	2009	643	5.91%	507	8.28%	2009	1229	7.24%	902	8.20%
2010	1174	4.86%	1045	6.03%	2010	667	6.15%	705	6.95%	2010	1275	5.18%	1330	6.47%
2011	1205	4.90%	1603	4.80%	2011	639	3.13%	960	5.42%	2011	1266	5.29%	1684	4.69%
2012	1706	3.87%	1712	4.15%	2012	772	2.72%	885	4.75%	2012	1544	3.76%	1693	4.02%
2013	2151	4.51%	1956	3.48%	2013	831	3.13%	907	2.98%	2013	1585	5.30%	1803	4.83%
2014	2070	3.09%	2626	3.54%	2014	749	4.01%	1107	2.71%	2014	1544	3.76%	2429	3.13%
2015	2373	1.64%	2907	2.55%	2015	776	2.32%	1226	2.12%	2015	1551	2.64%	2425	2.27%
2016	2528	2.37%	3118	1.51%	2016	737	2.58%	1211	2.15%	2016	1522	2.43%	2445	2.33%
2017	3522	2.24%	3220	2.55%	2017	713	1.12%	1133	1.85%	2017	1552	1.87%	2313	2.29%
2018	6899	1.59%	270	0.74%	2018	1861	1.40%	157	0.64%	2018	3632	1.46%	251	0.80%
Total	29,850	3.76%	24,856	4.95%	Total	12,257	4.72%	13,987	5.84%	Total	23,313	5.19%	25,205	5.83%

County #61 : Wyoming					County #62 : Yates				
# OBD II Stations in County: 43					# OBD II Stations in County: 22				
Model Year	Light Duty Vehicles		Light Duty Trucks		Model Year	Light Duty Vehicles		Light Duty Trucks	
	Volume	% Fail	Volume	% Fail		Volume	% Fail	Volume	% Fail
1996	22	4.55%	48	12.50%	1996	25	4.00%	34	11.76%
1997	33	12.12%	56	10.71%	1997	36	8.33%	51	11.76%
1998	45	11.11%	68	20.59%	1998	50	14.00%	79	8.86%
1999	51	21.57%	75	5.33%	1999	55	7.27%	88	7.95%
2000	68	11.76%	107	5.61%	2000	70	8.57%	108	12.96%
2001	89	17.98%	89	15.73%	2001	87	6.90%	110	20.00%
2002	100	13.00%	149	16.11%	2002	119	14.29%	195	13.85%
2003	139	10.79%	249	16.47%	2003	149	12.75%	213	8.45%
2004	158	5.70%	314	13.38%	2004	167	9.58%	313	11.82%
2005	261	10.34%	328	10.06%	2005	267	9.36%	362	8.29%
2006	293	7.85%	415	9.88%	2006	259	7.72%	392	9.44%
2007	377	10.34%	460	11.30%	2007	299	6.69%	350	9.14%
2008	455	7.91%	576	7.29%	2008	328	4.88%	374	5.35%
2009	401	5.74%	348	7.47%	2009	248	5.65%	247	7.29%
2010	380	5.79%	506	5.34%	2010	334	5.39%	336	6.25%
2011	391	4.35%	651	5.22%	2011	308	3.25%	479	5.01%
2012	457	4.38%	663	3.62%	2012	357	3.36%	436	3.44%
2013	440	3.18%	773	4.40%	2013	360	3.06%	511	3.13%
2014	476	5.04%	1023	3.03%	2014	354	1.98%	601	2.16%
2015	402	1.99%	1059	2.08%	2015	297	1.68%	652	2.45%
2016	449	0.89%	1072	1.31%	2016	288	1.39%	649	1.23%
2017	425	0.94%	1026	1.36%	2017	293	0.68%	629	2.23%
2018	1524	0.92%	182	1.65%	2018	826	0.48%	87	0.00%
Total	7,436	4.80%	10,237	5.41%	Total	5,576	4.43%	7,296	5.56%

APPENDIX E

Procedure to Sort the DMV Registration File and Matching of Emissions Inspections - I/M Program Evaluation (March 2020)

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

1. Obtain a statewide registration database from the NYS DMV (March 8, 2021).
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 2021 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 2021 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, 2020 to May 8, 2021 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, 2020 to May 8, 2021 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, 2020 to May 8, 2021 to "find" any waived OBD inspections. The search should consider re-inspections with a 'Y' reported in the "Emission_Waiver_Ind" field. Include a new column ("Waived") 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 Waived 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 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 G

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

1. For the period of January 1, 2020 to December 31, 2020, query the NYVIP2 inspection database for all OBDII or low enhanced emissions (INSP_TEST_TYPE = 'B' or 'L') inspections (initial and re-inspections). For each emissions-related VIN, arrange all CY 2020 inspections in reverse chronological order so the 'last' inspection appears first.
2. If the 'last' inspection for any given emissions-related VIN either passes an emissions inspection (INITIAL_EMISS_RESULT = 'P') or receives a repair expenditure waiver (INSP_TEST_TYPE = 'B' and EMISSION_WAIVER_IND field = 'Y'), the subject VIN has a documented known final outcome and is no longer considered.
3. If the 'last' inspection for any given emissions-related VIN has a failed emission (INITIAL_EMISS_RESULT = 'F') test result, an additional search is made up to March 31, 2021 to locate either a passing emission inspection or a repair expenditure waiver. This additional search is to account for failing emission inspections completed during the latter part of Calendar Year 2020.¹
4. 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 Note that there could have been one or more "passing" emissions inspections prior to the "last" inspection in CY 2020. This procedure does not account for these passing inspections. As an example, consider an older vehicle that passes the NYVIP OBDII inspection in March 2020. The vehicle is then privately sold, and later fails the OBDII inspection in December 2020. The "new" owner does not wish to pay for repairs and salvages the vehicle. The procedure described above would report this example vehicle as having no known final outcome – even though the vehicle was salvaged and actually passed a NYVIP2 OBDII inspection during CY 2020. As such, New York believes this procedure is conservative in its approach in the reporting of "no known final outcome" within the Test Data Report requirements under §51.366(vi).

APPENDIX H
STICKER COMPLIANCE SURVEY
Statewide, Calendar Year 2020

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 Non-Compliant	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	
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%			

Appendix I

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

NYVIP2 MESSAGE No. 254

DATE: 1/9/2020

TO: ALL INSPECTION STATIONS

FROM: NYS DMV

SUBJECT: RETURNING 2020 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 2020 expiration date, regulation requires that you **return them by March 1st 2020**. No credit or refunds for 2020 stickers will be given after December 31, 2020. 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.

NYVIP2 MESSAGE No. 255

DATE: 1/10/2020
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 2020. 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. 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 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 “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

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. 257

DATE: 3/13/2020

TO: ALL INSPECTION STATIONS

FROM: OPUS INSPECTION

SUBJECT: NYVIP2 SOFTWARE VERSION LOCKOUT TUESDAY 3/17/2020

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

You need to take immediate action! On February 4, 2020, stations received NYVIP2 Message #256 which announced the rollout of software version 19.11.05.

Please be sure that your NYVIP2 software is current and updated as required with version 19.11.05. The version number is displayed in the upper right hand corner of the NYVIP2 screen.

Stations that have not installed 19.11.05 software will be locked out on Tuesday 3/17/20.

A lockout will interrupt your ability to inspect vehicles until you successfully update to software version 19.11.05. This update includes an important 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.

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-OB-D-TEST).

NYVIP2 Messages can be viewed at WWW.NYVIP.ORG under "Program News" on the Home Page or from your station's 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. 258

The maximum fee a licensed public inspection station may charge a motorist is set forth in the Motor Vehicle Inspection Regulations (15 NYCRR Part 79).

According to the opening phrase provided in 15 NYCRR 79.7(c)(1), "An inspection station may charge a fee which may not exceed, but may be less than, the fee set by the following schedule...". Further, according to the opening phrase provided in 15 NYCRR 79.8(b)(5) it is the duty of the inspection station "to make charges for inspection not in excess of the fee schedule."

A licensed inspection station may charge a motorist up to the maximum fee allowed by regulation for the inspection performed (safety, emissions, or safety and emissions). The inspection station cannot add State and local sales tax, the cost of the inspection sticker, the cost for repairs, additional fees associated with the use of a credit card, or any other additional charge to the inspection fee.

Please ensure that Form VS-77, "Inspection Groups and Fee Chart" is prominently displayed in your facility in an area that customers are likely to see it. The most up-to-date version is available at <https://dmv.ny.gov/forms/vs77.pdf> . It lists the maximum inspection fee(s) a licensed inspection station may charge a motorist for inspection.

Please bring this message to the attention of inspection station management.

Thank you.

NYVIP2 MESSAGE No. 259

DATE: 8/26/2020

TO: ALL INSPECTION STATIONS

FROM: NYS DMV

SUBJECT: ONLINE INSPECTOR CERTIFICATION

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

Starting September 1, 2020 DMV will begin to implement online inspector certification final exams.

The new inspector training process will eliminate the need for applicants to schedule a final exam at a DMV proctored location on a designated date and time. This change has become necessary in order to follow social distancing guidelines and promote public health and safety.

Features of the new online training and certification process include:

- Completion at an individualized pace
- Minimized risk given current health concerns
- Personalized email notifications and messaging

Detailed instruction letters will be mailed out to all applicants who have submitted application forms (VS-120) and who qualify to begin the new online training and examination process.

We highly recommend you reach out to inform any employees, or potential employees, that are waiting to begin their Inspector Certification process of the implementation date.

For applicants who receive a passing final exam grade, DMV will order certified inspector ID cards. These ID cards will continue to be mailed out from the Albany Central Office.

Training material is always available at WWW.NYVIP.ORG from the Home Page. Just click on the blue "Public Access to Inspector Training Materials" button. Training slides and Commissioner's Regulations are available for all who wish to begin training or refresh their skills. Additional information and instructions are also available under the "Inspectors" tab.

Please consider having your staff take advantage of the "always available" online Certified Inspector training. You may call Opus Inspection at 1-866-623-8378 or the Office of Clean Air at 518-473-0597 and select option #4 with any questions.

NYVIP2 MESSAGE No. 260

DATE: 09/29/2020

TO: ALL INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: ALTERED VEHICLE (STRETCH LIMOUSINE) REPORTING REMINDER

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 - [download here](#)) to DMV via email at limoreport@dmv.ny.gov or fax to **(518) 474-2739**.

IMPORTANT: You must first determine if the altered vehicle has a Federal Alterer’s Safety Certificate affixed to it ([Sample for download here](#)).

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**.

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

Inspection Allowed:

I. An altered vehicle that seats less than 11 persons (including driver) and has a Federal Alterer’s Safety Certificate affixed to the vehicle can be inspected.

II. An altered vehicle that seats 11 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.

Please share this information with all appropriate staff.

NYVIP2 MESSAGE No. 261

DATE: 10/13/2020

TO: ALL INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: IMPORTANT INFORMATION REGARDING VEHICLE REGISTRATION EXPIRATIONS

Please bring this message to the attention of the station owner and/or manager.

On October 4, 2020, Governor Cuomo issued Executive Order No. 202.67 which states, in part:

“Expiration of a registration certificate or number plate for a motor vehicle... shall no longer be suspended or modified as of November 3, 2020.”

In effect, previously expired and newly expired vehicle registrations will not be extended beyond November 3, 2020.

New York State residents seeking to renew a current or previously expired registration are required to have a valid vehicle inspection performed in the past 12 months.

As such, the terms outlined in Executive Order No. 202.67 will likely result in an increased number of motorists seeking vehicle inspections.

Since your customers may not be aware, DMV encourages you to consider various methods of communication you may have to reach out to them. Having your customers schedule and arrive for inspection prior to November 3, 2020 will also help mitigate increased volumes of customers reaching out to schedule inspection appointments once the vehicle inspection extension eventually ends, which has been in place since March 2020.

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

NYVIP MESSAGE No. 262

DATE: OCTOBER 19, 2020
TO: ALL INSPECTION STATIONS
FROM: NYS DEPARTMENT OF MOTOR VEHICLES
SUBJECT: 2022 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 2022 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, 2021. Sticker orders are processed in the order received. Please allow 3-4 weeks for processing.

The last day 2021 expiring sticker orders will be processed by DMV is December 22, 2020. Please submit your 2021 expiring sticker orders prior to this date.

REMINDER:

As of November 3rd, the extension for expired vehicle inspections will no longer remain in effect. Please continue to take the necessary action to ensure your station is prepared for an increased customer demand for New York State Inspections.

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