



Department of
Environmental
Conservation

NEW YORK STATE PROGRAM EVALUATION REPORT

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

Period of July 1, 2020 – June 30, 2022

DIVISION OF AIR RESOURCES

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

New York State Enhanced Inspection/Maintenance Programs
Program Evaluation Report for the Period of 07/01/2020 - 06/30/2022

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A. Executive Summary

Biennial long-term program evaluations are required for enhanced Inspection/Maintenance (I/M) programs under 40 CFR Part 51.353(c)(1) of the federal I/M regulation. Program evaluation provides a mechanism for I/M jurisdictions to evaluate the effectiveness of their programs, and if appropriate, to make enhancements to operating programs. The New York State Department of Environmental Conservation (DEC) has submitted twelve biennial program evaluations to the United States Environmental Protection Agency (EPA), as dated January 2001, November 2002, October 2004, February 2007, March 2009, October 2010, October 2012, January 2015, November 2016, November 2018, May 2021, and October 2022. This document retains the reporting format used for the previous submissions.

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

The New York Vehicle Inspection Program (NYVIP2) program has effectively reduced hydrocarbon, carbon monoxide, and nitrogen oxide emissions from applicable motor vehicles through required emissions inspections and proper vehicle maintenance and repair. This report also details the overall progression of New York's enhanced I/M programs.

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

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

B. Background

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

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

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

During Calendar Year (CY) 2021, there were a total of 9,735 public inspection stations that completed NYVIP2 inspections. 6,006 licensed public inspection stations operated Upstate, while 3,729 public inspection stations operated in NYMA.

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

Table 1 provides a summary of the NYVIP2 I/M program during the reporting period. Table 2 reflects the current statewide test types during CY 2022:

Table 1: I/M Program Summary

COMPONENT	NYVIP / NYVIP2
Network Type	Decentralized Test-and-Repair
Geographic Distribution	Statewide (62 Counties)
Test Frequency	Annual / Change of Ownership
Fuel Type	All non-electric fuels
Vehicle Type Coverage and Emissions Test Type (NYMA and Upstate)	<u>Light Duty Vehicles & Trucks up to 8,500 lbs. GVWR</u> - MY 1998 to 2 MYs old, non-diesel: OBD - MY 1998 to 2 MYs old, diesel: OBD - <u>Medium and Heavy Duty Vehicles, non-diesel 8,501 to 18,000 lbs.:</u> Low Enhanced
Model Year Coverage (Emissions)	Statewide, 25 MYs old to 2 MYs old (see CY 2022 below)

Table 2: Calendar Year 2022, Statewide Test Types

Model Year	Non-diesel (gasoline) <8,501 lbs. GVWR	Non-diesel (gasoline) 8,501-18,000 lbs. GVWR	Diesel <8,501 lbs. GVWR
2022	Safety-Only	Safety-Only	Safety-Only
2021	Safety-Only	Safety-Only	Safety-Only
2020	OBD II	Low Enhanced	OBD II
2019	OBD II	Low Enhanced	OBD II
2018	OBD II	Low Enhanced	OBD II
2017	OBD II	Low Enhanced	OBD II
2016	OBD II	Low Enhanced	OBD II
2015	OBD II	Low Enhanced	OBD II
2014	OBD II	Low Enhanced	OBD II
2013	OBD II	Low Enhanced	OBD II
2012	OBD II	Low Enhanced	OBD II
2011	OBD II	Low Enhanced	OBD II
2010	OBD II	Low Enhanced	OBD II
2009	OBD II	Low Enhanced	OBD II
2008	OBD II	Low Enhanced	OBD II
2007	OBD II	Low Enhanced	OBD II
2006	OBD II	Low Enhanced	OBD II
2005	OBD II	Low Enhanced	OBD II
2004	OBD II	Low Enhanced	OBD II
2003	OBD II	Low Enhanced	OBD II
2002	OBD II	Low Enhanced	OBD II
2001	OBD II	Low Enhanced	OBD II
2000	OBD II	Low Enhanced	OBD II
1999	OBD II	Low Enhanced	OBD II
1998	OBD II	Low Enhanced	OBD II
≤1997	Safety-Only	Safety-Only	Safety-Only

C. Motorist Compliance

Comparison of Registered Vehicles and Vehicles Receiving Emissions Inspections

The estimated statewide vehicle counts for CYs 2020 and 2021, the two most recent years for which a complete data set is available, were derived from the DMV registration database and are presented in Appendix A.

The Departments previously completed comparisons for the number of anticipated emissions inspections versus the actual number of I/M emissions inspections by model year and I/M area (NYMA, Upstate) as part of the CY 2020 and CY 2021 Enhanced I/M Annual Reports. Section F of these reports can be viewed at: <http://www.dec.ny.gov/chemical/8391.html>. These comparisons are presented as statewide results for CYs 2020 and 2021 in Figures 1 and 2.

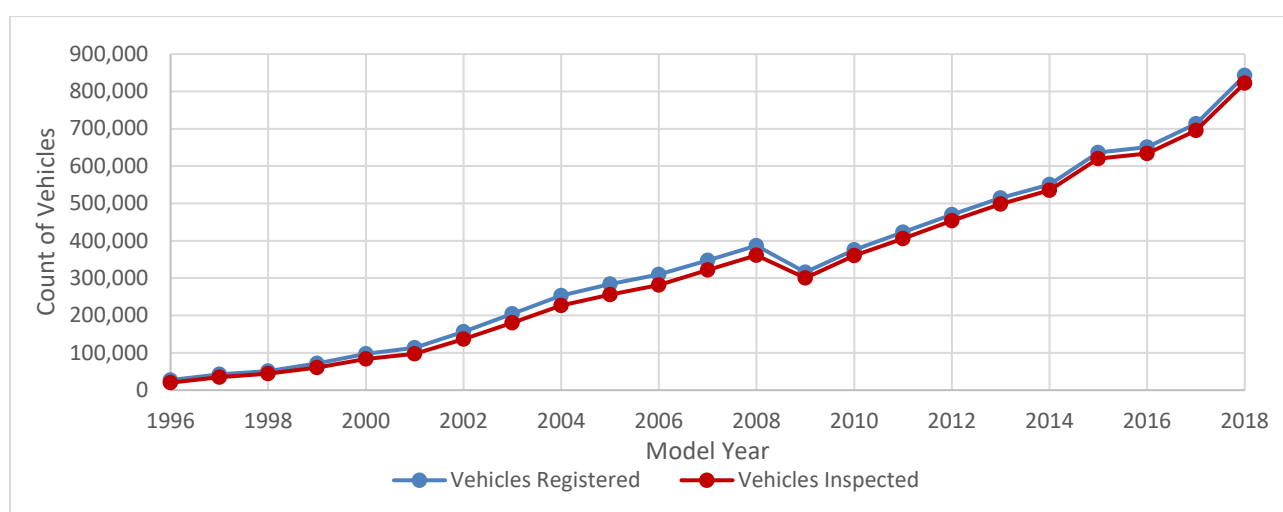


Figure 1: Emissions Applicable Registrations vs. Initial Emissions Inspections (CY 2020, Statewide)

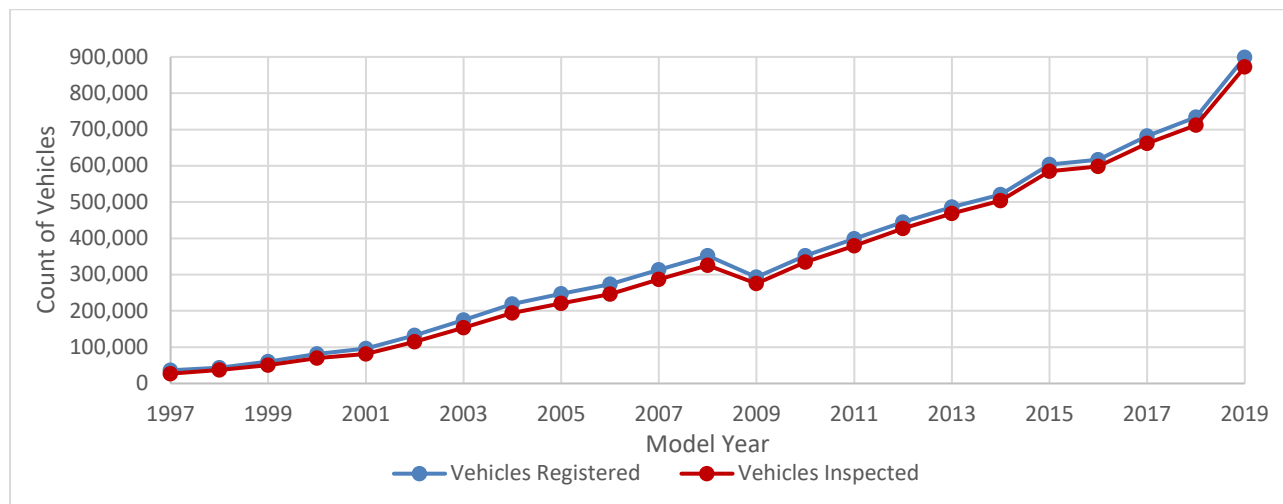


Figure 2: Emissions Applicable Registrations vs. Initial Emissions Inspections (CY 2021, Statewide)

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

1. The analysis must screen the registration file to exclude registrations exempt from emissions testing by regulation (i.e., exempt registration classes, vehicle age, vehicle weight, vehicle fuel type);
2. New York State’s annual motor vehicle inspection frequency differs from the biennial registration renewal cycle. As such, the comparison included a “look back” period of 17 months to search for emissions inspections from the fixed registration file date (i.e., March 8, 2021 and March 8, 2022); and
3. The statewide vehicle registration file represents a snapshot of New York State’s vehicle registrations on the specific dates that the DMV database queries were completed (i.e., March 8, 2021 and March 8, 2022).

NYMA Sticker Compliance

DMV conducts quarterly sticker compliance surveys to provide an independent assessment of motorist compliance. These surveys are based on field audits. Appendix C includes the results for CYs 2010 through 2021.

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. As a result of this and EPA guidance during the public health emergency, quarterly inspection sticker compliance surveys were discontinued from mid-March 2020 through the remainder of 2020. Sticker surveys resumed as usual on January 1, 2021.

D. New York Vehicle Inspection Program (NYVIP2)

NYVIP2 OBD II Inspection and Maintenance Program

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

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

Since combinations of the failure criteria are possible, close scrutiny is required when evaluating failure rate statistics. For example, a common OBD II failure would include both the “MIL on during KO/ER” visual inspection and the presence of a “diagnostic trouble code (DTC) with the MIL commanded on” criteria. Upon review of all initial OBD II inspection failures completed during CYs 2020 and 2021, with the MIL commanded on and at least one DTC reported, the most common DTCs are as follows:

Table 3: Most Common Diagnostic Trouble Codes

TLC			NYVIP2 NYMA			NYVIP2 Upstate		
OBD DTC	Count	%	OBD DTC	Count	%	OBD DTC	Count	%
P0420	981	15.71%	P0420	7,337	6.57%	P0420	5,692	5.30%
P0A80	358	5.73%	P0171	4,904	4.39%	P0171	5,399	5.03%
P0171	290	4.64%	P0455	4,035	3.61%	P0455	5,008	4.67%
P0441	217	3.48%	P0300	3,809	3.41%	P0300	4,948	4.61%
P0430	204	3.27%	P0442	3,445	3.08%	P0442	3,556	3.31%
P0300	173	2.77%	P0456	3,295	2.95%	P0456	2,659	2.48%
P0101	135	2.16%	P0174	2,502	2.24%	P0174	1,908	1.78%
P0301	134	2.15%	P0430	2,494	2.23%	P0430	1,780	1.66%
P0303	118	1.89%	P0441	2,072	1.85%	P0441	1,729	1.61%
P0174	113	1.81%	P0301	1,924	1.72%	P0301	1,682	1.57%
P0304	111	1.78%	P0446	1,882	1.68%	P0446	1,650	1.54%
P0302	98	1.57%	P0302	1,774	1.59%	P0302	1,493	1.39%
P0455	89	1.43%	P0303	1,755	1.57%	P0303	1,424	1.33%
P0172	83	1.33%	P0304	1,754	1.57%	P0304	1,350	1.26%
P219A	73	1.17%	P0440	1,641	1.47%	P0440	1,347	1.26%
P0401	70	1.12%	P0128	1,509	1.35%	P0128	1,238	1.15%
P0456	64	1.02%	P0141	1,134	1.01%	P0141	1,216	1.13%
P0138	49	0.78%	P0401	1,112	1.00%	P0401	1,135	1.06%
P0A7F	46	0.74%	P0325	974	0.87%	P0325	1,132	1.05%
P0135	45	0.72%	P0138	943	0.84%	P0138	1,059	0.99%

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

- P0420 – Catalyst System Efficiency Below Threshold (Bank 1)
- P0171 – System Too Lean (Bank 1)
- P0455 – Evaporative Emission System Purge Control Valve Circuit Shorted
- P0300 – Random/Multiple Cylinder Misfire Detected
- P0442 – Evaporative Emission System Leak Detected (small leak)
- P0456 – Evaporative Emission Control System Leak Detected (small)
- P0174 – System Too Lean (Bank 1)
- P0430 – Catalyst System Efficiency Below Threshold (Bank 2)
- P0441 – Evaporative Emission System Incorrect Purge Flow
- P0301 – Cylinder #1 Misfire Detected
- P0446 – Evaporative Emission System Vent Control Circuit

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

NYVIP2 “Data Trigger” Audits

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

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

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

I/M Program Reporting

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

The NYVIP2 OBD II failure rate for initial inspections averaged 5.03% during the 2-year reporting period. Figure 3 indicates NYVIP2 OBD II failure rate (initial inspections) by month during CYs 2020 and 2021.

The statewide NYVIP2 waiver rate averaged 0.50% during the 2-year reporting period. The NYMA and Upstate waiver rates were 0.49% and 0.52%, respectively. Figure 4 displays the statewide NYVIP waiver rate by month during CYs 2020 and 2021.

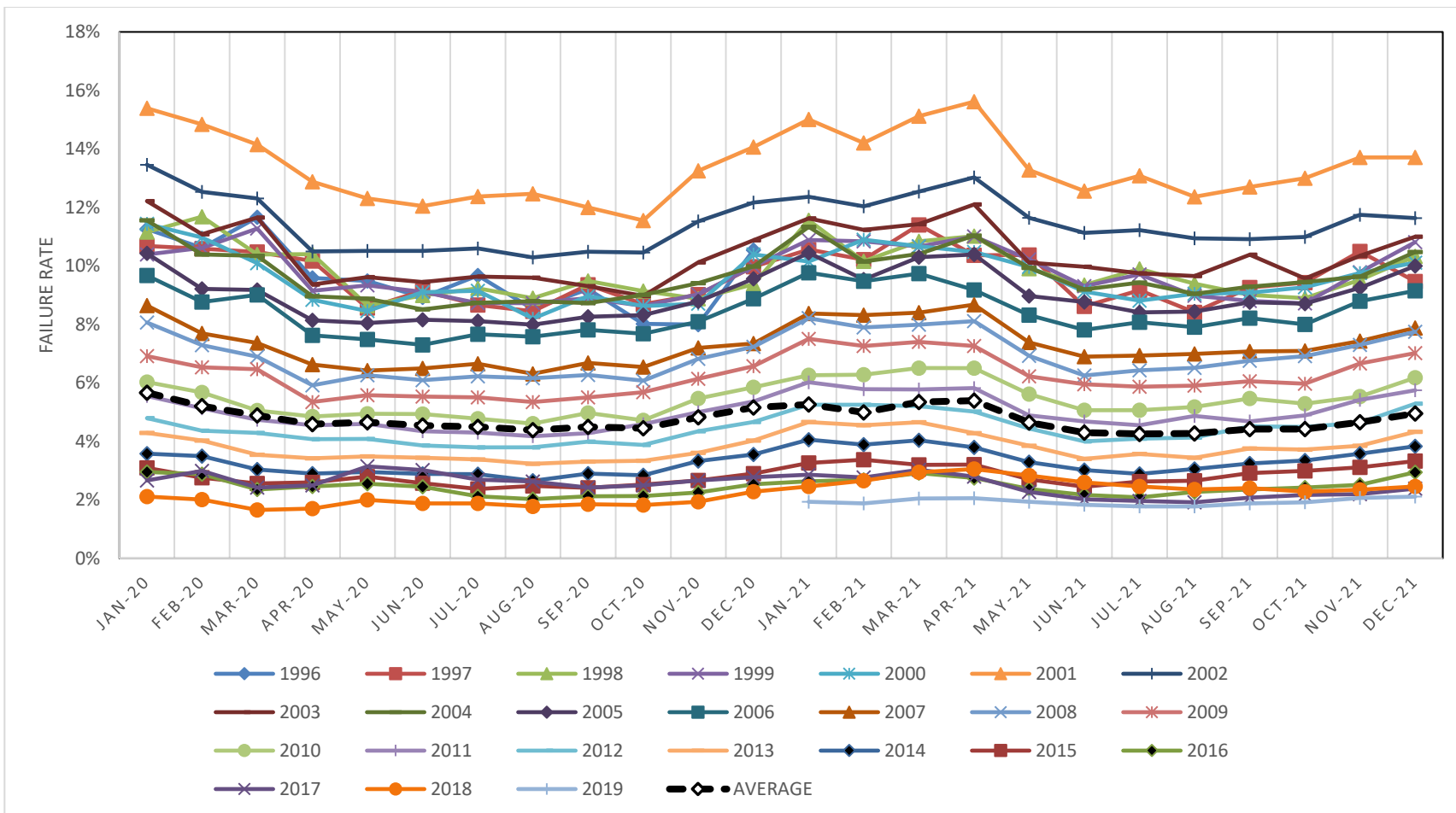


Figure 3: NYVIP2 Statewide OBDII Failure Rate for Initial Inspections, Calendar Years 2020 and 2021

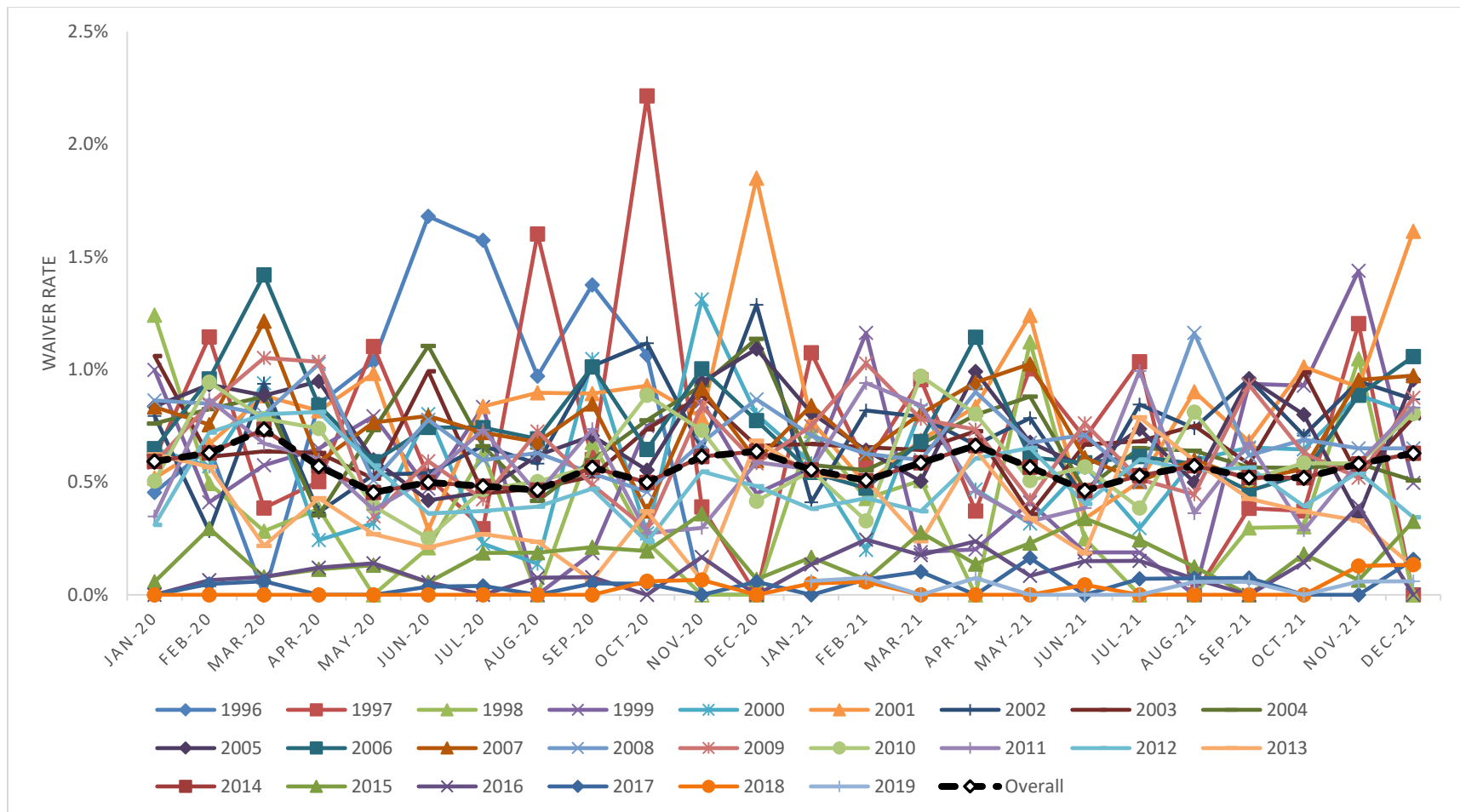


Figure 4: NYVIPII Statewide OBD II Waiver Rate, Calendar Years 2020 and 2021

E. New York City Taxi and Limousine Commission (TLC)

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

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

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

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

A summary OBD II inspections completed at the TLC centralized facility during CYs 2020 and 2021 are provided in Tables 4 and 5, respectively. The TLC OBD II failure rates by month during CYs 2020 and 2021 are provided in Figure 5.

The TLC does not provide for OBD II emissions waivers.

Table 4: New York City Taxi and Limousine Commission (TLC) OBD II Summary, Calendar Year 2020

Totals				Passed	Fail OBD II Inspection												
Calendar Year	Model Year	Sample Count	Average Odometer	Pass Count	Fail Count	Average Odometer	Failed	Fail Communication		Fail KOEO		Fail KOER		Fail MIL Command		Fail Readiness	
								Count	%	Count	%	Count	%	Count	%	Count	%
2020	2000	0	NA	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	2001	0	NA	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	2002	2	243,877	1	1	281,490	50.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	0.00%
	2003	35	316,623	29	6	272,343	17.14%	0	0.00%	0	0.00%	1	0.00%	1	0.00%	6	0.00%
	2004	46	334,295	33	13	367,909	28.26%	0	0.00%	0	0.00%	1	2.17%	4	8.70%	9	19.57%
	2005	92	350,394	77	15	398,597	16.30%	0	0.00%	0	0.00%	2	2.17%	4	4.35%	12	13.04%
	2006	116	278,065	105	11	309,962	9.48%	0	0.00%	1	0.86%	3	2.59%	6	5.17%	8	6.90%
	2007	468	283,617	398	70	327,536	14.96%	0	0.00%	0	0.00%	9	1.92%	20	4.27%	60	12.82%
	2008	646	264,155	564	82	274,410	12.69%	0	0.00%	1	0.15%	13	2.01%	18	2.79%	70	10.84%
	2009	1110	275,441	980	130	288,125	11.71%	1	0.09%	0	0.00%	15	1.35%	29	2.61%	109	9.82%
	2010	1711	259,030	1470	241	301,975	14.09%	2	0.12%	1	0.06%	29	1.69%	48	2.81%	206	12.04%
	2011	3946	266,345	3464	481	301,402	12.19%	4	0.10%	1	0.03%	54	1.37%	104	2.64%	409	10.36%
	2012	4218	247,020	3904	314	258,302	7.44%	7	0.17%	0	0.00%	35	0.83%	56	1.33%	273	6.47%
	2013	5541	194,352	5095	443	202,612	7.99%	7	0.13%	0	0.00%	44	0.79%	84	1.52%	378	6.82%
	2014	10946	194,304	10085	858	211,239	7.84%	18	0.16%	5	0.05%	75	0.69%	153	1.40%	734	6.71%
	2015	13729	156,160	12767	961	183,114	7.00%	15	0.11%	1	0.01%	101	0.74%	178	1.30%	822	5.99%
	2016	15956	121,574	14995	945	137,846	5.92%	11	0.07%	2	0.01%	68	0.43%	135	0.85%	831	5.21%
	2017	12145	91,372	11657	479	97,104	3.94%	9	0.07%	0	0.00%	27	0.22%	69	0.57%	420	3.46%
	2018	13581	63,176	13167	388	66,789	2.86%	32	0.24%	1	0.01%	22	0.16%	60	0.44%	308	2.27%
	2019	6939	34,706	6666	226	39,933	3.26%	8	0.12%	0	0.00%	4	0.06%	18	0.26%	199	2.87%
	2020	3438	11,744	3295	108	8,232	3.14%	19	0.55%	0	0.00%	1	0.03%	3	0.09%	67	1.95%
	2021	88	1,464	82	6	402	6.82%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	6	6.82%
	Totals	94,753		88,834	5,778		6.10%	133	0.14%	13	0.01%	504	0.53%	990	1.04%	4,928	5.20%

Table 5: New York City Taxi and Limousine Commission (TLC) OBD II Summary, Calendar Year 2021

Totals				Passed	Fail OBD II Inspection												
Calendar Year	Model Year	Sample Count	Average Odometer	Pass Count	Fail Count Average Odometer Failed			Fail Communication		Fail KOEO		Fail KOER		Fail MIL Command		Fail Readiness	
								Count	%	Count	%	Count	%	Count	%	Count	%
2021	2001	0	NA	0	0	NA	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	2002	7	315,790	5	2	357,123	28.57%	0	0.00%	0	0.00%	0	0.00%	2	0.00%	1	0.00%
	2003	28	278,469	19	9	281,610	32.14%	1	3.57%	0	0.00%	1	0.00%	2	0.00%	7	0.00%
	2004	20	467,369	14	6	487,254	30.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	4	20.00%
	2005	41	342,479	35	6	373,602	14.63%	2	4.88%	0	0.00%	1	2.44%	2	4.88%	4	9.76%
	2006	74	260,038	64	10	284,104	13.51%	2	2.70%	0	0.00%	0	0.00%	12	16.22%	6	8.11%
	2007	268	289,116	234	34	307,432	12.69%	0	0.00%	0	0.00%	9	3.36%	10	3.73%	26	9.70%
	2008	374	275,422	324	50	269,665	13.37%	1	0.27%	1	0.27%	5	1.34%	19	5.08%	43	11.50%
	2009	617	277,016	538	79	281,799	12.80%	0	0.00%	0	0.00%	8	1.30%	26	4.21%	67	10.86%
	2010	1,082	255,380	937	145	266,995	13.40%	1	0.09%	0	0.00%	5	0.46%	53	4.90%	125	11.55%
	2011	2,502	252,140	2,243	259	262,838	10.35%	2	0.08%	0	0.00%	25	1.00%	39	1.56%	226	9.03%
	2012	2,899	234,340	2,688	211	245,021	7.28%	6	0.21%	0	0.00%	20	0.69%	53	1.83%	175	6.04%
	2013	4,271	208,937	3,936	332	210,875	7.77%	3	0.07%	0	0.00%	22	0.52%	136	3.18%	295	6.91%
	2014	7,706	200,739	7,033	668	205,624	8.67%	10	0.13%	0	0.00%	58	0.75%	259	3.36%	569	7.38%
	2015	14,287	184,148	13,148	1,132	191,916	7.92%	19	0.13%	1	0.01%	109	0.76%	182	1.27%	926	6.48%
	2016	11,817	144,080	10,966	843	152,831	7.13%	16	0.14%	1	0.01%	71	0.60%	109	0.92%	694	5.87%
	2017	14,264	108,212	13,564	690	118,286	4.84%	13	0.09%	0	0.00%	36	0.25%	77	0.54%	594	4.16%
	2018	8,959	79,335	8,610	313	96,135	3.49%	17	0.19%	0	0.00%	29	0.32%	81	0.90%	236	2.63%
	2019	8,010	56,932	7,613	310	68,248	3.87%	14	0.17%	0	0.00%	25	0.31%	27	0.34%	221	2.76%
	2020	5,824	31,160	5,584	182	44,932	3.13%	12	0.21%	1	0.02%	6	0.10%	2	0.03%	134	2.30%
	2021	4,271	6,628	4,004	80	9,842	1.87%	14	0.33%	0	0.00%	1	0.02%	0	0.00%	65	1.52%
	2022	304	2,438	285	13	1,197	4.28%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	13	4.28%
Totals 87,625				81,844	5,374 6.13%			133 0.15%	4 0.00%	431 0.49%	1,091 1.25%	4,431 5.06%					

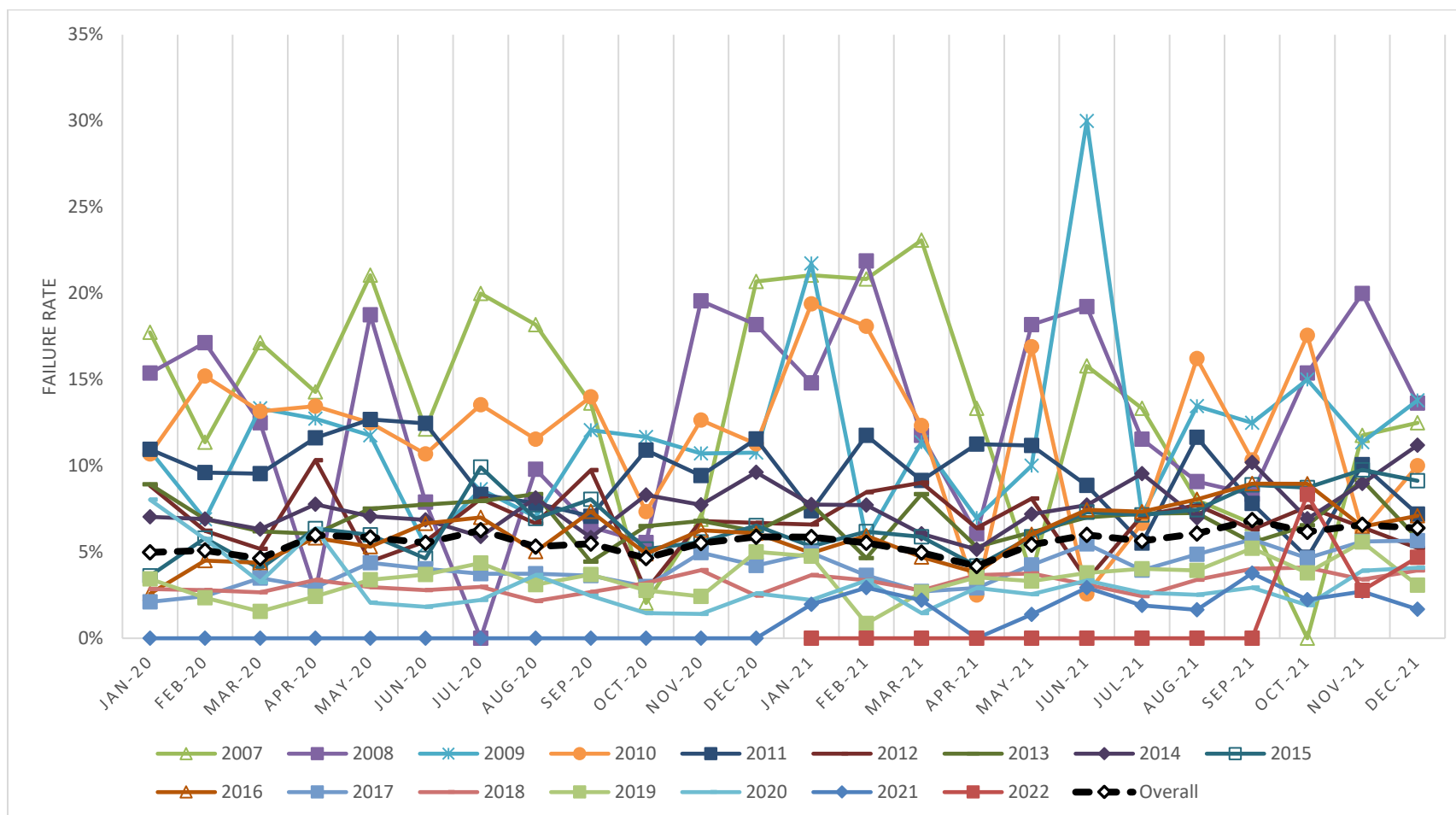


Figure 5: New York City Taxi And Limousine Commission (TLC) Initial OBDII Failure Rate (CYs 2020, 2021)

Note: Due to the relatively small number of vehicles, Model Years 1996 through 2006 vehicles are not included in the above chart.

F. NYVIP2 Reporting

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

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 6 below represents the statewide results of the NYVIP2 Summary Report covering CYs 2020 and 2021.

Table 6: NYVIP2 Summary Report (Calendar Years 2020 and 2021)

REPORTING ITEM	RESULT
1. Total Inspections (Initial and Re-Inspection, All Test Types)	23,279,949
a. Light-duty Vehicles	13,954,715
b. Light-duty Trucks	8,352,347
c. Heavy-duty Vehicles	972,887
2. Number of Initial Inspections (All Test Types)	22,274,233
a. Light-duty Vehicles	13,419,371
b. Light-duty Trucks	7,889,322
c. Heavy-duty Vehicles	965,540
3. Number of Re-Inspections (All Test Types)	1,005,714
a. Light-duty Vehicles	535,343
b. Light-duty Trucks	463,024
c. Heavy-duty Vehicles	7,347
4. Number of Inspections (Initial and Re-Inspection) by Test Type	
a. Safety-Only	5,348,502
b. Low Enhanced	722,905
c. OBD	17,208,542
5. Safety Component Initial Failure Rates (All Test Types)	
a. Number of Initial Safety Inspections	22,274,233
b. Initial Safety Failure Rate	1.35%
c. Light-duty Vehicles - Safety Failure Rate	1.25%
d. Light-duty Trucks - Safety Failure Rate	1.62%
e. Heavy-duty Vehicles - Safety Failure Rate	0.80%

REPORTING ITEM	RESULT
6. Gas Cap Component Initial Failure Rates (Low Enhanced, OBD)	
a. Number of Initial Gas Cap Inspections	16,882,697
b. Initial Gas Cap Failure Rate	0.01%
c. Light-duty Vehicles - Gas Cap Failure Rate	0.01%
d. Light-duty Trucks - Gas Cap Failure Rate	0.01%
e. Heavy-duty Vehicles - Gas Cap Failure Rate	0.01%
7. ECD Component Initial Failure Rates (Low Enhanced, OBD)	
a. Number of Initial ECD Check Inspections	16,935,885
b. Initial ECD Check Failure Rate	0.03%
c. Light-duty Vehicles - ECD Check Failure Rate	0.03%
d. Light-duty Trucks - ECD Check Failure Rate	0.02%
e. Heavy-duty Vehicles - ECD Check Failure Rate	0.02%
8. Low Enhanced Emissions Initial Failure Rates	
a. Number of Initial Low Enhanced Inspections	716,791
b. Initial Low Enhanced Failure Rate	0.03%
c. Light-duty Vehicles - Low Enhanced Failure Rate	0.00%
d. Light-duty Trucks - Low Enhanced Failure Rate	0.07%
e. Heavy-duty Vehicles - Low Enhanced Failure Rate	0.02%
9. OBD Initial Emissions Failure Rates (All Fuel Types)	
a. Number of Initial OBD Inspections	16,219,094
b. Initial OBD Failure Rate	5.13%
c. Light-duty Vehicles - OBD Failure Rate	4.92%
d. Light-duty Trucks - OBD Failure Rate	5.40%
10. OBD Re-Inspection Emissions Failure Rates (All Fuel Types)	
a. Number of OBD Re-Inspections	989,446
b. OBD Re-Inspection Failure Rate	14.14%
c. Light-duty Vehicles - OBD Re-Inspection Failure Rate	14.01%
d. Light-duty Trucks - OBD Re-Inspection Failure Rate	14.33%

REPORTING ITEM	RESULT
11. Number of OBD Waivers	3,078
a. Light-duty Vehicles	1,795
b. Light-duty Trucks	2,299
12. Number of OBD 10-Day Extensions	344,423
a. Light-duty Vehicles	172,968
b. Light-duty Trucks	171,425
13. OBD Initial Emissions Failure Rates, <u>Light-duty Diesel Vehicles</u>	
a. Number of Initial OBD LDDV Inspections	48,402
b. Initial OBD LDDV Failure Rate	11.12%
c. Light-duty Diesel Vehicle - OBD Failure Rate	10.02%
d. Light-duty Diesel Truck - OBD Failure Rate	12.47%

G. NYVIP2 Enhancements

Software Updates

During the reporting period, two updates were performed on the NYVIP2 inspection software. These revisions were the result of proposed changes made by the NYVIP2 contractor and directed changes made by the Departments.

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

1. NYVIP2 version 20.12.03, released February 2021, NYVIP2 Message #266.
2. NYVIP2 version 21.12.01, released March 2022, NYVIP2 Message #275.

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

H. Program Evaluation Using Mobile Source Modeling

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

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

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

Compliance Factor Parameters and Calculation

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

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

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

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

Per New York State’s 2009 SIP Revision, the compliance rate is expected to be 98% of the state’s vehicle fleet. This compliance rate was validated using inspection sticker field survey data collected by DMV field staff. While modeling for this report was performed on the CY2020 population data (the

most recent available full year of data), sticker surveys for this CY were incomplete due to COVID-19. Therefore, the CY2021 sticker survey data was used for this purpose. Field surveys conducted by NYS DMV (see summary in Appendix C) indicated an initial compliance rate of 95.05% for CY2021. Further analysis of the CY2021 sticker survey data indicated that this rate was artificially low. NYS DMV conducted statewide sticker audits on a representative subsample of 10,144 vehicles—of which 513 vehicles were found to be non-compliant. This number, however, included vehicles registered outside New York State and “double-counted” other vehicles. Omitting these resulted in 503 unique non-compliant vehicles. An analysis of NYVIP2 inspection records (based on VIN) indicates that 360 of these 503 vehicles (71.6%) subsequently received a passing inspection, with a median time of 52 days between the initial survey and receiving a passing inspection. This indicates that many of these vehicles eventually were found to be in compliance, but were simply late in completing their annual inspections. The number of non-complaint vehicles (143) suggests a true compliance rate of 98.6% $((10,144 - 143) / 10,144 = 98.6\%)$.

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

Waiver rate: The percentage of initially failed vehicles receiving a waiver. The waiver rate is calculated as the number of initially failed (OBD or tailpipe tested) vehicles receiving a waiver divided by the total number of vehicles initially failing the tailpipe or OBD test types. The waiver rates for 2020 (the modeling year) was 0.50% for NYMA and 0.54% for Upstate.

Failure rate: The percentage of initially failed vehicles. The failure rate is calculated as the number of initially failed (OBD or tailpipe tested) vehicles. The failure rates for 2020 (the modeling year) were 5.35% for NYMA and 4.91% for Upstate.

Regulatory Class Cover Adjustment: I/M programs entered in MOVES can only be applied by source types. However, I/M programs and source type may be inconsistent with state I/M program regulations that define I/M programs by the vehicle weight classes. Since MOVES source types are a composite of several vehicle weight classes, applying I/M benefits to the entire MOVES source type may be inappropriate. The MOVES Technical Guidance contains a table of regulatory class coverage adjustments to account for this discrepancy. The adjustments are percentages of vehicle miles traveled by the various regulatory weight classes within a source type.

Model Parameters and Outputs

For this analysis, the MOVES3 emission modeling system was run on the CY2020 vehicle population—the most recent available full year of data. Along with the compliance factor, additional model inputs include modeled Vehicle Populations and Vehicle Miles Traveled (VMT) consistent with DMV data and with previous emissions modeling. Modeling was conducted at the county level. Sixty-two individual county databases were crafted representing available data for each county. Output pollutants include nitrogen oxide compounds (NO_x), volatile organic compounds (VOCs), and carbon monoxide (CO). The two regions of New York State (NYMA 9-county region and Upstate 53-county region) have been aggregated to provide an annual emission difference to show the modelled impact of I/M program.

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

The I/M program modeling completed for the Program Evaluation report considers an active IM program for model years 1996 through 2018 (those that are eligible for OBD inspections in the model run year of 2020), with I/M program “turned off” for earlier model years.

Results and Analysis

An analysis of the model shows substantial declines in annual pollutant emissions in both regions when the modeled I/M program emissions results are compared to the solution with no I/M program present. MOVES model output results are summarized below in Table 7.

Table 7: MOVES I/M Modeling Results for New York State

Region	Pollutant	Emissions, No I/M Program (Tons)	Emissions, With I/M Program (Tons)	Change with I/M (Tons)
NYMA	VOC	6,896	6,456	(440)
NYMA	NO _x	21,831	21,217	(613)
NYMA	CO	173,315	155,730	(17,585)
Upstate	VOC	9,760	9,303	(458)
Upstate	NO _x	36,866	36,148	(718)
Upstate	CO	211,283	191,055	(20,227)
Statewide	VOC	16,656	15,759	(898)
Statewide	NO _x	58,697	57,366	(1,331)
Statewide	CO	384,597	346,785	(37,812)

In NYMA, the modeled result of the I/M program leads to an annual VOC emissions decline of 440 tons, a decrease of 6.4% from the modeled result of having no I/M program in New York State. For NO_x, the annual decrease is 613 tons, 2.8% from the no I/M program result. For CO, the annual decrease is 17,585 tons, a decline of 10.1% in emissions.

In Upstate, the modeled result of the I/M program leads to an annual VOC emissions decline of 458 tons, a decrease of 4.7% from the modeled result of having no I/M program in New York State. For NO_x, the annual decrease is 718 tons, 1.9% from the no I/M program result. For CO, the annual decrease is 20,227 tons, a decline of 9.6% in emissions.

Combined, the results show the modeled result of the I/M program leads to an annual VOC emissions decline of 898 tons, a decrease of 5.4% from the modeled result of having no I/M program in New York State. For NO_x, the annual decrease is 1,331 tons, 2.3% from the no I/M program result. For CO, the annual decrease is 37,812 tons, a decline of 9.8% in emissions. Overall emissions reductions estimates are lower than those of the MOVES model run described in the previous report (2018-2020) due to a significantly lower total VMT (Vehicle Miles Traveled) during the COVID-19 pandemic, which resulted in a 20-25% decrease in VMT.

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

Appendix A

Table A-1: Registered Vehicles* in New York State in Calendar Year 2020 (Based on Distinct VINs)

Based on Data Collected from DMV Registration File Dated 3/8/21

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

Table A-2: Registered Vehicles* in New York State in Calendar Year 2021 (Based on Distinct VINs)

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

New York Metropolitan Area (9 Counties)										Upstate New York (53 Counties)									
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-1997	111,869	2.10%	99,945	2,451	2,785	6,651	31		6	168,628	3.17%	140,203	8,388	4,598	15,383	39		17	
1997	20,114	0.38%	17,594	499	560	1,460	1		0	20,789	0.39%	15,925	1,187	1,095	2,576	0		6	
1998	24,662	0.46%	22,400	387	340	1,530	3		2	23,003	0.43%	19,262	955	478	2,302	3		3	
1999	35,770	0.67%	31,452	783	757	2,773	5		0	32,212	0.61%	25,106	1,519	1,445	4,118	11		13	
2000	49,388	0.93%	44,098	1,113	793	3,362	11		11	41,196	0.77%	33,199	1,812	1,395	4,759	23		8	
2001	56,787	1.07%	51,891	1,070	816	2,991	17		2	48,392	0.91%	40,166	2,113	1,593	4,489	27		4	
2002	78,159	1.47%	72,877	1,317	961	2,955	48		1	63,011	1.18%	54,296	2,275	1,860	4,341	224		15	
2003	100,972	1.90%	94,902	1,759	1,117	3,155	21		18	83,108	1.56%	73,201	2,794	2,234	4,833	21		25	
2004	123,409	2.32%	115,824	2,113	1,166	4,237	55		14	107,419	2.02%	96,035	3,475	2,184	5,671	40		14	
2005	135,577	2.55%	126,846	2,086	1,442	5,075	41		87	126,239	2.37%	113,082	3,580	2,406	7,120	39		12	
2006	149,465	2.81%	138,245	2,995	1,659	6,395	16		155	141,770	2.66%	126,528	3,913	2,859	8,333	105		32	
2007	169,246	3.18%	158,910	2,241	1,022	6,770	85		218	163,317	3.07%	149,127	3,194	1,704	8,978	306		8	
2008	180,377	3.39%	171,022	3,028	1,296	4,767	79		185	188,866	3.55%	175,619	4,613	1,757	6,641	234		2	
2009	147,958	2.78%	141,570	1,766	545	3,344	74		659	156,139	2.93%	147,924	3,090	691	4,267	161		6	
2010	175,232	3.30%	169,418	1,825	736	3,012	117		124	187,260	3.52%	179,304	2,897	747	4,013	262		37	
2011	194,019	3.65%	184,559	3,091	1,318	4,494	137		420	220,907	4.15%	206,188	5,657	1,891	6,741	374		56	
2012	211,088	3.97%	199,883	4,065	1,743	4,935	290		172	251,462	4.73%	235,045	6,193	2,294	7,125	616		189	
2013	240,341	4.52%	228,928	3,813	1,704	5,203	496		197	263,396	4.95%	248,178	5,862	2,199	6,414	627		116	
2014	239,349	4.50%	226,100	3,928	2,669	5,969	571		112	300,924	5.65%	283,637	6,059	3,292	7,142	631		163	
2015	291,983	5.49%	274,172	5,688	2,983	8,165	713		262	338,940	6.37%	312,750	10,726	3,945	10,665	674		180	
2016	294,494	5.54%	274,745	6,890	2,447	9,087	1,144		181	352,704	6.63%	325,450	12,013	2,279	11,964	818		180	
2017	335,170	6.30%	316,621	7,277	1,666	7,840	1,569		197	376,979	7.08%	349,590	12,269	1,715	11,700	1,379		326	
2018	372,565	7.01%	352,958	6,172	1,530	7,361	4,355		189	389,862	7.33%	363,538	10,649	1,945	11,528	1,957		245	
2019	499,917	9.40%	475,857	8,580	1,407	9,797	4,116		160	434,712	8.17%	402,459	13,519	1,373	14,482	2,589		290	
2020+	1,096,175	20.62%	1,036,277	13,007	2,905	15,291	28,126		569	840,525	15.79%	768,282	25,726	4,858	28,309	12,907		443	
Total	5,317,195		5,027,094	87,944	36,367	136,619	42,121	3,941		5,321,760		4,884,094	154,478	52,837	203,894	24,067	2,390		
% of Total		100.00%	94.54%	1.65%	0.68%	2.57%	0.79%	0.07%			100.00%	91.78%	2.90%	0.99%	3.83%	0.45%	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 B

Procedure to Sort the DMV Registration File and Matching of Emissions Inspections - I/M Program Evaluation (Calendar Years 2020, 2021)

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

1. Obtain a statewide registration database from the NYS DMV (March 8, 2021 and March 8, 2022).
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 Appendix G).
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 2022 registration run, ignore all 2020, 2021, and 2022 model year vehicle registrations.) Also remove from consideration those registration records for vehicles older than 26 model years. (Given the March 2022 registration query, ignore vehicles with a model year of 1996 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, 2021 to May 8, 2022 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, 2021 to May 8, 2022 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, 2021 to May 8, 2022 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 C

DMV Quarterly Sticker Compliance Survey Summary

APPENDIX C
STICKER COMPLIANCE SURVEY SUMMARY
Statewide, Calendar Years 2010 - 2021

Year	Vehicles surveyed per quarter					Total Vehicle	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	317	2.21%	3.59%	3.15%	3.55%	
Totals						14				12				163				54				74					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	314	2.52%	2.84%	3.12%	3.90%	
Totals						19				3				140				56				96					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	321	1.89%	2.92%	3.90%	3.94%	
Totals						6				2				149				60				104					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	336	3.35%	3.31%	2.92%	3.67%	
Totals						17				6				171				48				94					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	345	3.43%	3.23%	3.23%	3.71%	
Totals						15				13				147				75				95					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	338	3.31%	3.71%	3.15%	3.15%	
Totals						10				1				137				94				96					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	345	2.84%	3.15%	3.79%	3.82%	
Totals						26				10				159				60				90					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	301	2.84%	2.96%	3.35%	2.72%	
Totals						15				5				123				68				90					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	401	3.55%	3.75%	4.18%	4.34%	
Totals						27				9				160				66				139					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	347	3.75%	3.47%	3.15%	3.31%	
Totals						41				7				130				69				100					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	89	3.86%	NA	NA	NA	
Totals	COVID	COVID	COVID	COVID		11				0				38				10				30					3.86%				
2021	2536	2536	2536	2536	10144	24	19	14	26	0	0	2	6	28	23	35	53	19	9	22	28	44	36	48	68	504	4.53%	3.43%	4.77%	7.14%	
Totals						83				8				139				78				196					4.97%				

APPENDIX D

NYVIP2 Station Messages #259 through #278

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 the 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.

NYVIP Message No. 263

DATE: NOVEMBER 4, 2020
TO: ALL INSPECTION STATIONS
FROM: NYS DEPARTMENT OF MOTOR VEHICLES
SUBJECT: EXPIRED DRIVER LICENSES

If you or someone you know has an expired driver license, time is running out to renew. We just made it even easier to renew online—anyone whose license expired March through November can renew online and submit their vision test up to one year later.

It takes just a few simple steps to complete the process. Please visit our website at WWW.DMV.NY.GOV to learn more and pass this information on to someone you know.

Thanks for helping us spread the word!

NYVIP2 MESSAGE No. 264

DATE: 1/13/2021

TO: ALL INSPECTION STATIONS

FROM: NYS DMV

SUBJECT: RETURNING 2021 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 2021 expiration date, regulation requires that you **return them by March 1st 2021**. No credit or refunds for 2021 stickers will be given after December 31, 2021.

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

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

[Include a completed "Inspection Certificate Return Form" provided with this message](#). You may use more than one form if necessary. This form also provides the mailing address options for your returns.

Completed Inspection Certificate Return Forms must be included with your sticker returns to DMV.

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

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

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

NYVIP2 MESSAGE No. 265

DATE: 1/20/2021

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 2021. 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. 266

DATE: 2/2/2021

TO: ALL INSPECTION STATIONS FROM: OPUS INSPECTION INC

SUBJECT: NYVIP2 SOFTWARE UPDATE – VERSION 20.12.03

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

A NYVIP2 software update to version **20.12.03** will be rolled out to all Emissions Inspection Stations. You must accept and load the new software update when you are prompted to by your NYVIP2 Computerized Vehicle Inspection System (CVIS) analyzer.

This software update includes an important inspection station requirement in relation to NY State Transportation legislation which takes effect February 3, 2021 in regard to altered vehicle seating. Vehicle and Traffic Law Section 308-a requires all inspection stations to report to DMV any time an **altered vehicle** (stretched limousine) is presented for inspection, regardless of whether an inspection is conducted.

Along with other important fixes, this software release includes changes per new legislation regarding limo reporting requirements. Reporting is required for stretch limousines that seat 9 or more passengers including the driver.

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

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

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

Important Note: Inspection Stations not receiving software version 20.12.03 by 2/3/2021 or stations not using a NYVIP2 CVIS will need to use the attached revised 2/21 [VS-1074SL](#) for all altered vehicle (stretch limousine) reporting to DMV. The revised [VS-1074SL](#) form can also be downloaded from the WWW.NYVIP.ORG website under the “Forms and Downloads” tab. Once you have downloaded the new software (20.12.03), you will not need to fill out and return the attached VS-1074SL form.

NYVIP2 MESSAGE No. 267

DATE: 2/26/2021 TO: ALL INSPECTION STATIONS
FROM: OPUS INSPECTION INC
SUBJECT: NYVIP2 CONTRACT EXTENSION #2

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

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

DMV has now extended the Opus contract for an additional year. The amended NYVIP2 contract will now end at midnight on November 30, 2022.

(Note: Previously in early July 2019 DMV extended Opus's contract through 11/30/2021.)

During this additional extension period, services provided by Opus will remain the same as you receive today.

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

NYVIP2 MESSAGE No. 268

DATE: 3/12/2021

TO: ALL INSPECTION STATIONS

FROM: OPUS INSPECTION

SUBJECT: NYVIP2 SOFTWARE VERSION LOCKOUT WEDNESDAY 3/17/2021

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

You need to take immediate action! On February 2, 2021 stations received NYVIP2 Message #266 which announced the rollout of NYVIP2 software version 20.12.03.

Please be sure that your NYVIP2 software is current and updated as required with version 20.12.03. The version number is displayed in the upper right-hand corner of the NYVIP2 screen.

Stations not updated to 20.12.03 software will be locked out on Wednesday 3/17/21.

A lockout will interrupt your ability to inspect vehicles until you successfully update to software version 20.12.03.

This software update includes an important inspection station requirement in relation to NY State Transportation legislation which took effect February 3, 2021 regarding altered vehicle seating. Altered vehicle reporting to DMV is now required for stretch limousines that seat 9 or more passengers including the driver.

When presented with the question "Has this vehicle been altered to increase seating capacity?" Answer: **N (o)** unless the vehicle has been "altered."

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

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

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

NYVIP MESSAGE No. 269

DATE: 10/15/2021

TO: NYVIP INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: ADVANCE NOTICE OF REPLACEMENT OF NYVIP2 EQUIPMENT

The DMV contract with Opus Inspection, Inc. for the NYVIP2 program will terminate on November 30, 2022. Opus Inspection, Inc. will continue as DMV's vendor to administer the new NYVIP3 contract which will launch on December 1, 2022.

This message is intended to provide advance notice to inspection stations that NYVIP3 will require that all inspection stations purchase a new Computerized Vehicle Inspection System (CVIS).

The purchase of new equipment is necessary due to the advanced age of NYVIP2's technology. This new equipment will also accommodate the many benefits planned for NYVIP3 including:

- On-demand inspection sticker printing
- Integrated opacity inspection equipment option for NYMA-registered Medium to Heavy Duty diesel vehicles
- Elimination of paper recording for all inspection types

The initial purchase price for a basic NYVIP3 CVIS unit will be \$1,695.00. Each unit will be authorized for the entire duration of the NYVIP3 contract (7-9 years) and is covered under warranty against defects and failures due to normal wear and tear. Each inspection will include a \$0.436 (43.6 cents) transaction fee payable to the emissions inspection vendor; this fee remains unchanged from the current fee charged in NYVIP2.

Opus Inspection, Inc. will begin conducting outreach to inspection stations early next year to facilitate the purchase of NYVIP3 equipment.

This message is being provided to ensure that you are fully informed when making business decisions and to help in planning your budget for 2022.

Additional information will be distributed to you as it becomes available.

NYVIP MESSAGE No. 270

DATE: OCTOBER 19, 2021

TO: ALL INSPECTION STATIONS

FROM: NYS DEPARTMENT OF MOTOR VEHICLES

SUBJECT: 2023 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 2023 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, 2022. Sticker orders are processed in the order received. Please allow 3-4 weeks for processing.

Note:

The last day 2022 expiring sticker orders will be processed by DMV is December 22, 2021. Please submit your 2022 expiring sticker orders prior to this date.

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

NYVIP MESSAGE No. 271

IMPLEMENTATION OF NEW NYVIP3 CONTRACT

NYVIP MESSAGE No. 271

DATE: 12/21/2021

TO: ALL EMISSIONS INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: IMPLEMENTATION OF NEW NYVIP3 CONTRACT

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

This message is to inform you of upcoming changes to the New York Vehicle Inspection Program (NYVIP) and requirements to participate as an emissions station. As previously advised in NYVIP Message #269 sent October 15, 2021, the new program (NYVIP3) will launch on December 1, 2022. Beginning December 1, 2022, Opus Inspection, Inc. (Opus) will be the program manager for NYVIP3. The new program will require that all inspection stations purchase a new computerized vehicle inspection system (CVIS). Most components of NYVIP3 station equipment and operations will remain familiar to all existing stations that utilize the current NYVIP2 equipment.

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

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

The purchase price of a new initial NYVIP3 CVIS unit is as follows:

Level 2 OBD & Safety CVIS \$1,695

Level 3 Integrated Opacity & Safety CVIS \$4,695

Level 4 OBD, Integrated Opacity & Safety CVIS \$4,995

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

Level 2 OBD & Safety CVIS \$45.00

Level 3 Integrated Opacity & Safety CVIS \$90.00

Level 4 OBD, Integrated Opacity & Safety CVIS \$98.00

Below are frequently asked questions (FAQ's) that will help you better understand any changes. This information is being provided to ensure that you are fully informed when making business decisions and/or renewing your New York State Official Inspection

Station license.

1. What is NYVIP3?

NYVIP3 is the vehicle inspection program that will replace the current vehicle emissions inspection program known as NYVIP2 (New York Vehicle Inspection Program 2). Emissions testing is required as part of New York State's agreement with the EPA to comply with the Federal Clean Air Act.

Similar to NYVIP2, the NYVIP3 work station will electronically communicate with the on-board diagnostic (OBD) system of vehicles, record the status of the vehicles emission system, and transmit the data to DMV via the program contractor.

2. Do I have to purchase NYVIP3 equipment?

Yes. in order to continue participating in the voluntary inspection program, inspection stations will be required to purchase the new computerized vehicle inspection system (CVIS). The new equipment will accommodate the changes incorporated into the NYVIP3 program and allow for improvements in the operating platform for future changes to the program.

3. What costs are associated with the NYVIP3 program?

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

Level 2 OBD & Safety CVIS \$1,695

Level 3 Integrated Opacity & Safety CVIS \$4,695

Level 4 OBD, Integrated Opacity & Safety CVIS \$4,995

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

Level 2 OBD & Safety CVIS \$45.00

Level 3 Integrated Opacity & Safety CVIS \$90.00

Level 4 OBD, Integrated Opacity & Safety CVIS \$98.00

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

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

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

You will continue to use the inspection equipment you currently have until notified otherwise. Stations must have the NYVIP3 equipment operational in order to continue to perform inspections after the official start date.

5. What equipment does the base NYVIP3 CVIS include?

- PC – Workstation
- Windows 10 Operating System
- CVIS NYVIP3 Software and Virus Protection
- 19" monitor

- Barcode Scanner
- OBDII interface (data acquisition device)
- Laser Printer (VIR, station reports, etc.)
- Thermal Sticker Printer
- Web Camera

6. What do I do with my old equipment?

The equipment belongs to you and can be disposed of (recycled) or reused elsewhere as you like. However, other than the storage cabinet, NYVIP2 equipment CANNOT be used in connection with the NYVIP3 program.

The current (CVIS) NYVIP2 electronic components contain hazardous elements and compounds, including lead, mercury, and cadmium, which can be toxic if released into the environment. Electronic waste CANNOT be thrown out in your garbage. Electronic waste is often hazardous waste. When it is properly recycled, most electronic waste is exempt from hazardous waste regulation. Regulations for handling of electronic waste are available from your local government and can be found at: <http://www.dec.ny.gov/chemical/8788.html>.

7. Does the new equipment include a warranty?

Yes. The NYVIP3 equipment is covered under warranty against defects and failures due to normal wear and tear for the duration of the contract. There is no additional cost for the warranty; the warranty cost for an initial unit is included in the "transaction" fee. The warranty does not cover defects caused by customer abuse.

8. How does the new equipment operate?

The NYVIP3 workstation will basically follow the same operational procedures that the current system uses. A certified inspector will enter vehicle information and safety inspection results. The workstation will then guide the inspector to perform the proper emission test and record the results. The NYVIP3 unit will offer Computer Based Training (CBT) to instruct inspectors how to use it.

9. How do I set up the equipment?

The NYVIP3 CVIS will be drop shipped with setup instructions. Operating software will be preinstalled and peripherals will be plug-and-play. A dedicated help desk will be available to assist users by phone. Opus field service representatives will be available for an onsite visit, if necessary.

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

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

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

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

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

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

13. What are my communications options for NYVIP3?

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

14. What optional equipment or upgrades may be available?

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

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

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

15. What improvements will be included in NYVIP3?

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

16. How long is the NYVIP3 contract with Opus?

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

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

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

Level 1 Safety Only CVIS \$4,695
Level 2 OBD & Safety CVIS \$5,495
Level 3 Integrated Opacity & Safety CVIS \$8,995
Level 4 OBD, Integrated Opacity & Safety CVIS \$9,495
Monthly lease payments are as follows:
Level 1 Safety Only CVIS \$125.00
Level 2 OBD & Safety CVIS \$145.00
Level 3 Integrated Opacity & Safety CVIS \$240.00
Level 4 OBD, Integrated Opacity & Safety CVIS \$250.00

18. Will there be a change in inspection fees?

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

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

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

NYVIP MESSAGE No. 272

DATE: 01/11/2022

TO: ALL INSPECTION STATIONS

FROM: NYS DEPARTMENT OF MOTOR VEHICLES

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

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

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

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

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

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

Please share this information with appropriate staff. Thank you.

NYVIP2 MESSAGE No. 273

DATE: 1/19/2022

TO: ALL INSPECTION STATIONS

FROM: NYS DMV

SUBJECT: RETURNING 2022 INSPECTION CERTIFICATES

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

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

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

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

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

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

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

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

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

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

NYVIP MESSAGE No. 274

DATE: 3/2/2022

TO: ALL EMISSIONS INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: 2nd REMINDER: IMPLEMENTATION OF NEW NYVIP3 CONTRACT

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

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

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

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

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

- Print-on-demand inspection sticker printing
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- Integrated opacity inspection equipment for NYMA-registered Medium to Heavy Duty Diesel vehicles
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- Improved OBD scan tool capability and station network communication
- Improved station assistance with problem vehicles during emission inspection
- CVIS web camera for added security

The purchase price of a new initial NYVIP3 CVIS unit is as follows:

Level 2	OBD & Safety CVIS	\$1,695
Level 3	Integrated Opacity & Safety CVIS	\$4,695
Level 4	OBD, Integrated Opacity & Safety CVIS	\$4,995

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

Level 2	OBD & Safety CVIS	\$45.00
Level 3	Integrated Opacity & Safety CVIS	\$90.00
Level 4	OBD, Integrated Opacity & Safety CVIS	\$98.00

Below are frequently asked questions (FAQ's) that will help you better understand any changes. This information is being provided to ensure that you are fully informed when making business decisions and/or renewing your New York State Official Inspection Station license.

1. What is NYVIP3?

NYVIP3 is the vehicle inspection program that will replace the current vehicle emissions inspection program known as NYVIP2 (New York Vehicle Inspection Program 2). Emissions testing is required as part of New York State's agreement with the EPA to comply with the Federal Clean Air Act. Similar to NYVIP2, the NYVIP3 work station will electronically communicate with the on-board diagnostic (OBD) system of vehicles, record the status of the vehicles emission system, and transmit the data to DMV via the program contractor.

2. Do I have to purchase NYVIP3 equipment?

Yes. In order to continue participating in the voluntary inspection program, inspection stations will be required to purchase the new computerized vehicle inspection system (CVIS). The new equipment will

accommodate the changes incorporated into the NYVIP3 program and allow for improvements in the operating platform for future changes to the program.

3. What costs are associated with the NYVIP3 program?

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

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

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

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

You will continue to use the inspection equipment you currently have until notified otherwise. Stations must have the NYVIP3 equipment operational in order to continue to perform inspections after the official start date.

5. What equipment does the base NYVIP3 CVIS include?

- PC – Workstation
- Windows 10 Operating System
- CVIS NYVIP3 Software and Virus Protection
- 19" monitor
- Barcode Scanner
- OBDII interface (data acquisition device)
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6. What do I do with my old equipment?

The equipment belongs to you and can be disposed of (recycled) or reused elsewhere as you like. However, other than the storage cabinet, NYVIP2 equipment CANNOT be used in connection with the NYVIP3 program.

The current (CVIS) NYVIP2 electronic components contain hazardous elements and compounds, including lead, mercury, and cadmium, which can be toxic if released into the environment. Electronic waste CANNOT be thrown out in your garbage. Electronic waste is often hazardous waste. When it is properly recycled, most electronic waste is exempt from hazardous waste regulation. Regulations for handling of electronic waste are available from your local government and can be found at:

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

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

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

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

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

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

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

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Monthly lease payments are as follows:

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18. Will there be a change in inspection fees?

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

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

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

NYVIP2 Message No. 275

DATE: 3/15/2022

TO: ALL INSPECTION STATIONS FROM: OPUS INSPECTION INC

SUBJECT: NYVIP2 SOFTWARE UPDATE – VERSION 21.12.01

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

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

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

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

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

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

UPDATE INSTRUCTIONS FOR DIAL-UP STATIONS

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

NYVIP2 MESSAGE No. 276

TO: ALL INSPECTION STATIONS

FROM: OPUS INSPECTION

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

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

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

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

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

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

This software release includes important system and operational requirement updates.

PLEASE NOTE:

When presented with the question "Has this vehicle been altered to increase seating capacity?"

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

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

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

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

NYVIP2 MESSAGE No. 277

DATE: 05/23/2022

TO: ALL INSPECTION STATIONS

FROM: NYS DEPARTMENT OF MOTOR VEHICLES

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

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

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

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

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

NYVIP2 Message No. 278

DATE: 05/26/2022

TO: ALL EMISSIONS INSPECTION STATIONS

FROM: NYS DEPT. OF MOTOR VEHICLES

SUBJECT: IMPLEMENTATION OF NYVIP3 + EQUIPMENT ORDERING

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

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

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

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

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

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

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

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

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

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

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

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

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

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