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ANNUAL EVALUATION OF CONNECTICUT'S MOTOR VEHICLE INSPECTION AND MAINTENANCE PROGRAM 2010

FINAL REPORT

Prepared for:

Connecticut Department of Environmental Protection

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Executive Summary

As required by the Clean Air Act Amendments of 1990, the Connecticut Department of Environmental Protection (DEP) in partnership with the Connecticut Department of Motor Vehicles (DMV) conducts periodic evaluations of its enhanced motor vehicle inspection and maintenance (I/M) program. This report is being submitted in fulfillment of the requirements to provide annual I/M reports per 40 CFR 51.366. This report addresses data collected from January 1, 2010 through December 31, 2010. As evidenced by the high compliance rate, limited fraud and low waiver rate, this report demonstrates that Connecticut's I/M program is well managed and effectively achieves the expected air quality benefits.

The United States Environmental Protection Agency (EPA) provided a checklist (Appendix A), which identified the data elements to be included in this report. Comments provided by the EPA on last year's 2008-2009 Biennial Evaluation Report are specific to biennial reporting and will be addressed in next year's evaluation of the 2010 and 2011 data. The required data and reports from previous years have been submitted to EPA. The 2010 data elements are compiled in Appendix B and correspond to the indexing system used in EPA's checklist. Due to the structure of Connecticut's program, the following requirements of the attached checklist are not applicable: (a)(2)(xiii), (xiv), (xv), (xvi), (xvii), (xviii), (xx) and (5); (b)(3)(ii), and (iv); (4)(iii), (6), (7); (d)(3) and (4).

The motor vehicle I/M program, designed to identify vehicles that emit pollutants that exceed acceptable standards and require such vehicles to get repaired, is an important part of the strategy to ensure that Connecticut is positioned to attain and maintain the National Ambient Air Quality Standard for Ozone. Connecticut's program, which dates back to 1983, has a long history of effectively reducing vehicle emissions and results in more emission reductions than any other state-implemented reduction strategy. Current estimates indicate that in 2010, this program will result in approximately 19 of the 200 tons per day of air pollutant reductions that are included in Connecticut's 2008 Ozone Attainment Demonstration State Implementation Plan. The emission reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts, and important as part of a balanced strategy that includes reductions from stationary, area and mobile source sectors to ensure that Connecticut attains the National Ambient Air Quality Standard for Ozone.

All of Connecticut continues to experience elevated ozone concentrations during the summer months, and while in-state sources of ozone and precursors are significant, much of the ozone and precursor emissions transported into Connecticut originates from sources located in upwind states. For example, during elevated ozone episodes in Connecticut, air quality measured at the state borders with New York frequently exceeds the NAAQS, which is indicative of transported pollutants. Therefore the transport challenge also needs to be addressed to assure that Connecticut's citizens have clean air to breathe.

This report focuses on the effectiveness of Connecticut's I/M program. Some of the highlights are described below.

- In 2003, Connecticut implemented a new I/M program in which vehicles were tested in a decentralized network of approximately 300 inspection stations. The new program instituted On-Board Diagnostic (OBD) II testing for 1996 and newer vehicles. Additionally, enforcement in the new program was changed by moving from the use of window stickers as part of the enforcement process to requiring successful completion of an emission test as a prerequisite to obtaining a motor vehicle registration, thus improving the program. Connecticut's I/M program performance statistics for the 2010 calendar year confirm that the program continues to achieve or exceed enforcement levels established under the centralized program.
- Close to 100% of the vehicles subject to the testing were in compliance with I/M program requirements for 2010. The overall compliance rate in Connecticut exceeds the compliance rate of 96% assumed in Connecticut's State Implementation Plan. Connecticut actively investigates non-compliance and assesses a large number of fines for late inspections. In 2010, 159,163 fines were assessed for late inspections. These fines serve as an effective motivation for compliance with inspection requirements.
- Approximately 11% of vehicles failed their initial emissions test. Failure rates under the decentralized I/M program are equal to or higher than failure rates recorded under centralized I/M programs. Ongoing outreach efforts designed to decrease failure rates will continue to be enhanced.
- DMV performs extensive quality assurance checks on the program. Evaluation of these quality assurance data demonstrates that the program performs accurate inspections.
- Overt and covert audits were conducted at all stations as part of an extensive anti-fraud program. Less than 0.1% of the inspections in Connecticut are suspect, which is better than many other state I/M programs. Connecticut's anti-fraud efforts are models for other I/M programs.
- Most importantly, during 2010, DMV partnered with DEP to develop a Request for Proposals to continue the testing program beyond the present contract's expiration and critically evaluated the bids received from vendors. Scheduled changes will allow for the program to be upgraded and correct challenges faced by the current protocols. Connecticut's I/M program will continue to comply with statutory and regulatory mandates, while achieving the required level of emission reduction.

Connecticut has consistently conducted thoughtful analysis of its vehicle inspection and maintenance program, and has made numerous enhancements since its initiation. Analysis has repeatedly demonstrated that the program is well managed, and produces the expected air pollutant reductions. Opportunities to improve the program through maximizing the air quality benefits in a cost effective manner continue to be evaluated.

1.0 Introduction

This report presents an analysis of data collected in Connecticut's motor vehicle Inspection and Maintenance (I/M) program in 2010 to meet the United States Environmental Protection Agency's (EPA) annual reporting requirements of 40 CFR Part 51.366. In an I/M program, vehicles are periodically inspected, and those with evidence that they exceed design emission standards must be repaired. I/M programs were mandated by the Clean Air Act for areas such as Connecticut where designations as serious or severe non-attainment for ozone have been made by EPA. Connecticut's program, which dates back to 1983, has a long history of effectively reducing vehicle emissions and is an important part of the strategy to ensure that Connecticut is positioned to attain the National Ambient Air Quality Standard (NAAQS) for Ozone. The Ozone NAAQS is a health based standard which is periodically revised to take into account the latest public health science. Based on the latest science, EPA proposed a more stringent standard in January 2010, with a final standard expected in July 2011. Since Connecticut's ozone levels already exceed the existing standard, additional emission reductions from all sectors, including motor vehicles, will be even more critical.

Connecticut's I/M program results in more emission reductions than any other state implemented reduction strategy. Current estimates indicate that in 2010, this program will result in approximately 19 of the 200 tons per day of air pollutant reductions that are included in Connecticut's 2008 Ozone Attainment Demonstration. The emission reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts and important as part of a cost effective and balanced strategy that includes reductions from stationary, area and mobile source sectors.

Emissions reduction determinations are estimated using modeling that is approved by the EPA. Presently the official model is MOBILE6.2; however EPA has begun implementing the use of a new model, MOVES. States will be required to use MOVES for attainment and conformity demonstrations beginning as early as 2012. This model is in the early stages of use. Assumptions embedded in the MOVES model reduce the estimated reductions for the I/M program, which could affect Connecticut's ability to demonstrate attainment of the NAAQS.

Connecticut's I/M program identifies vehicles that have been tampered with, or have received improper maintenance. These vehicles must be repaired until they comply with emission standards. The Connecticut Department of Motor Vehicles (DMV) oversees the I/M program operated by a private contractor; the Connecticut Department of Environmental Protection (DEP) ensures that the program achieves the air quality benefits as outlined in Connecticut's State Implementation Plan (SIP).

The original program implemented in 1983 subjected vehicles to two inspections – an idle test where exhaust concentrations of hydrocarbons (HC) and carbon monoxide (CO) were measured while the vehicle was idling and a visual inspection for the presence of emission control devices, such as the catalytic converter. Vehicles with

gross vehicle weight ratings (GVWR) of 10,000 lbs or less are included in the program. In 1998, Connecticut substantially enhanced its existing I/M program to meet new SIP requirements, as well as federal requirements for I/M improvements. The emission test was changed from an unloaded idle emission test to a loaded-mode test (ASM2525[1]). With this change, Connecticut began evaluating emissions of oxides of nitrogen[2] (NO_x) along with HC and CO. A loaded-mode test uses a chassis dynamometer to simulate on-road driving. If the vehicle could not be safely tested on a dynamometer, it received a pre-conditioned two-speed idle (PCTSI) test. In addition, the inspection included a gas cap pressure test to check to see if the gas cap holds pressure. Leaking gas caps are a major source of evaporative HC emissions. The program continued to include a visual emission control component check. Also, at this time Connecticut began diesel testing.

In 2003, Connecticut again made substantial revisions to the program. The inspection network was changed from a centralized system with about 25 inspection stations to a decentralized system with a contractor equipped limit of 300 stations[3]. The goals of these changes were to improve customer convenience to the public by decreasing the waiting time for emissions testing, directly involve the repair industry with emissions testing, and enhance opportunities for small business development. In addition, 1996 and newer gasoline- powered models started receiving on-board diagnostic (OBD) tests[4], instead of ASM2525 or PCTSI exhaust emissions tests. All 1996 and later model year light-duty vehicles sold in the United States contain the second generation of OBD, termed OBDII. Connecticut also performs OBD tests on diesel powered vehicles that are model year 1997 and newer having a GVWR of 8500 lbs. and less. OBDII systems can detect malfunctions or deterioration of emission control components, often well before the motorist becomes aware of any problem. Inspecting vehicles by reading the OBDII system codes can identify vehicles with serious emission control malfunctions more accurately and cost-effectively than traditional tailpipe tests, and help technicians diagnose and repair those malfunctions. Diesel powered vehicles 10,000 lbs GVWR or less receive tests for excessive exhaust smoke, if they cannot receive OBDII tests. Evaluating OBDII test results presents special challenges, since tailpipe emission results are not available for each vehicle. The methodology for this report has instead utilized data on different inspection components to determine if the appropriate number of vehicles are being failed and repaired. This multifactorial approach is consistent with the purpose of the OBDII system, since it assures that Connecticut is identifying, and requiring the repair of vehicles that exceed design emission standards by more than

1 The ASM2525 or Acceleration Simulation Mode test measures HC, CO and NO emissions while the vehicle is driven at a constant speed (25 MPH) on a treadmill-like device termed a dynamometer.

2 Nitric oxide (NO) is measured as a surrogate for oxides of nitrogen (NO_x). NOx along with HC emissions are considered to be the major ozone precursors.

3 This number dropped from 300 stations to 250 stations by the end of 2008.

4 1997 and newer light-duty diesels (<8500 lbs GVWR) also get OBD inspections.

50%, as required by the EPA.

Evaluating decentralized inspections requires a comprehensive assessment of how well stations comply with mandated inspection procedures. Generally, there are greater opportunities for fraud in decentralized facilities, because there are more stations that need policing. Using data and procedures provided by the DMV, de la Torre Klausmeier Consulting, Inc. (dKC) assessed effectiveness and enforcement of Connecticut's program.

2.0 Observed Failure Rates for Gasoline-Powered Vehicles

Failure rates for gasoline-powered vehicles were calculated using test results from I/M test stations. Below is a brief description of the criteria used to determine if a vehicle passes or fails inspection.

Pass/Fail Criteria

ASM2525 or Pre-Conditioned Two-Speed Idle (PCTSI) Inspection (pre-1996 vehicles): Vehicles fail if they exceed Connecticut's cut points or emissions standards. For the ASM2525 test, HC, CO and NOx emissions are evaluated. For the PCTSI test, HC and CO emissions are evaluated. Connecticut uses EPA's recommended cut points for the ASM2525 and PCTSI tests.

Gas Cap Test: Vehicles fail if their gas cap cannot hold pressure. Beginning in November 2004, only pre-1996 light-duty vehicles receive gas cap tests. The OBDII system adequately tests a vehicle's evaporative system on most 1996 and newer vehicles.

OBDII Inspection: 1996 and newer light-duty vehicles get an OBDII inspection. The emissions test system is plugged into the OBDII connector and information on the status of the vehicle's OBD system is downloaded. Vehicles fail the OBDII inspection if they have the following problems:

- Malfunction Indicator Lamp (MIL[5]) is commanded-on;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure[6]);
- The number of readiness monitors that are not ready exceed EPA's limit[7]:
    - 1996-2000 models: 2 monitors are allowed to be not ready.
    - 2001+ models: one monitor is allowed to be not ready.
- OBD Diagnostic Link Connector (DLC) damaged; or
- Vehicle could not communicate with the Connecticut inspection system.

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5 MIL is a term used for the light on the instrument panel, which notifies the vehicle operator of an emission-related problem. The MIL is required to display the phrase "check engine" or "service engine soon" or the ISO engine symbol. The MIL is required to illuminate when a problem has been identified that could cause emissions to exceed a specific multiple of the standards the vehicle was certified to meet.

6 The Key-On Engine-Off (KOEO) determines if the MIL bulb is working. The bulb should illuminate when the vehicle is turned on but not started.

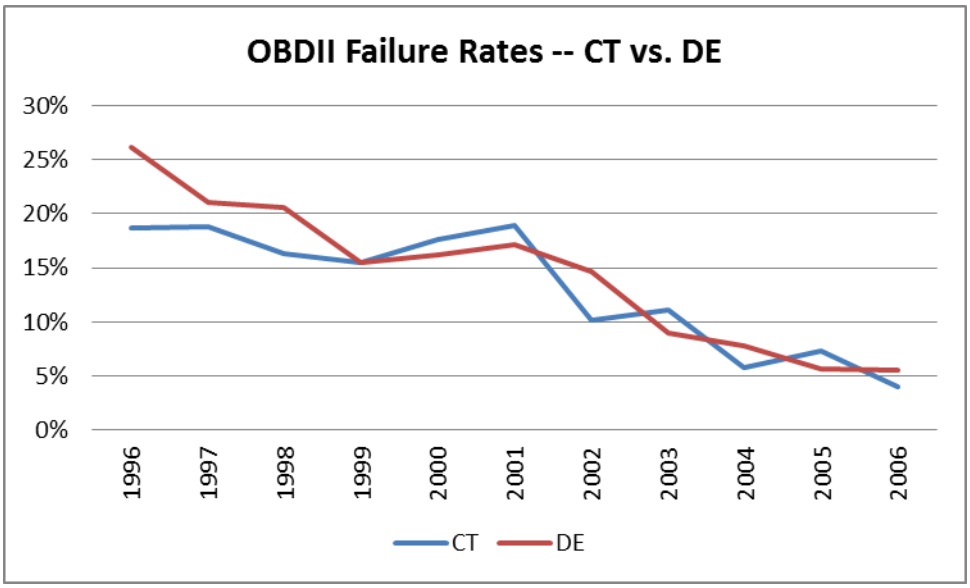
7 OBDII systems have up to 11 diagnostic monitors, which run periodic tests on specific systems and components to ensure that they are performing within their prescribed range. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBDII system.

Summary of Fail Rates for Gasoline-Powered Vehicles

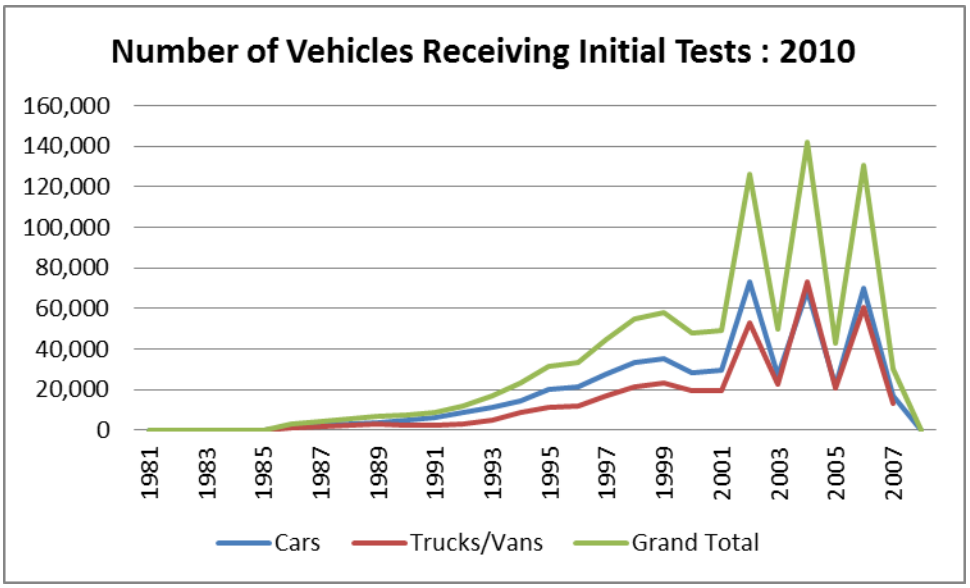
Following is a summary of test results from January 1, 2010 to December 31, 2010. During this period, 927,525 gasoline-powered vehicles received initial tests.

- 85,143 (11%) vehicles failed the OBD test. A chart follows that compares OBD failure rates in Connecticut with failure rates in Delaware. Trends are very similar. Delaware is a test-only State-Run program.
    - 6.0% of the vehicles failed the test because the MIL was commanded-on.
    - 10% of the vehicles failed the first OBD retest.
- 12,703 (12%) vehicles failed the ASM2525 test.
    - 28% of the vehicles failed the first ASM2525 retest.
- 2,840 (8.5%) vehicles failed the PCTSI test.
    - 15% of the vehicles failed the first PCTSI retest.
- 6,360 (4.5%) vehicles failed the gas cap test.
    - 3.9% of the vehicles failed the first gas cap retest.
- Overall, 100,686 gasoline-powered vehicles (11%) failed the initial inspection.
    - 12% of the vehicles failed their first retest.
    - Vehicles that failed can fail for one or more reasons, some of which are enumerated in the above bullets.

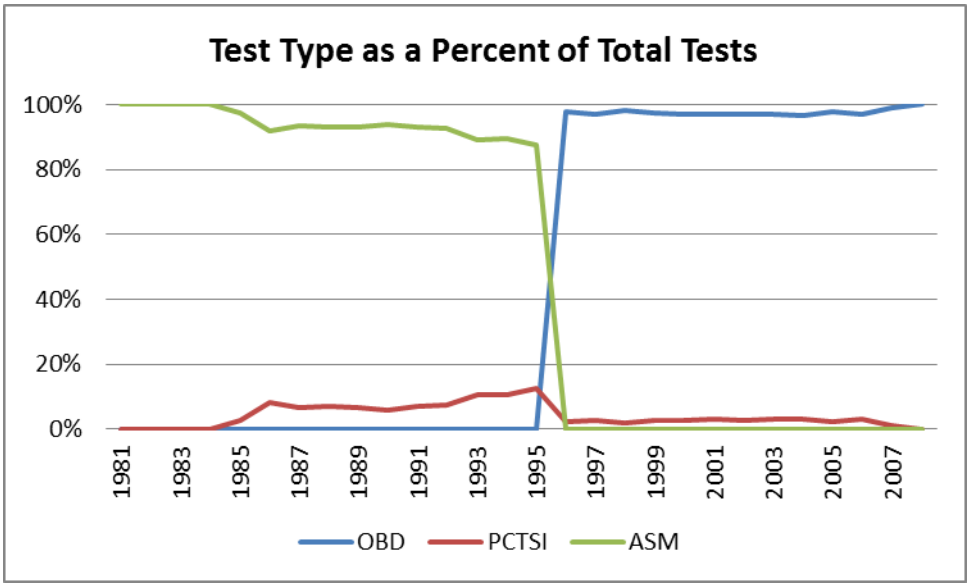
Conclusion: These failure rates are comparable to results in previous years. Failure rates in Connecticut's I/M program are in line with those reported in Delaware's Test-Only program. Test-Only programs generally are considered by EPA to be the model for peak I/M performance. Failure rates in both programs are similar, which indicates that Connecticut is operating at peak performance with regard to failure rates.



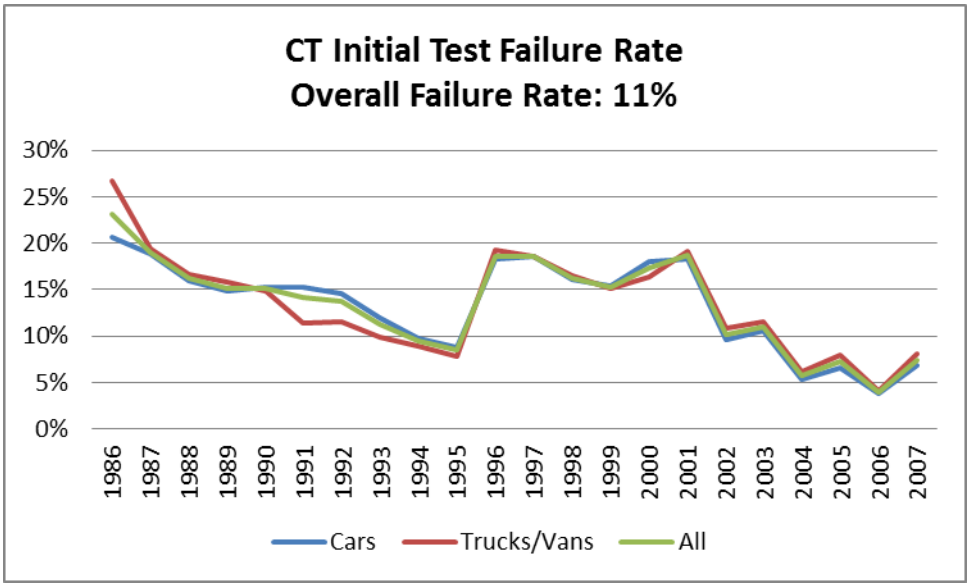
This chart compares failure rates for the OBDII tests in Connecticut and Delaware. Delaware is a state-operated test-only program, which is considered by EPA to be a model for peak I/M performance. Failure rates in both programs are similar, which indicates that Connecticut is operating at peak performance with regard to failure rates.



This chart shows the total number of inspections by vehicle model year, and vehicle type. The first four vehicle model years are exempted from testing, so the number drops sharply after 2006. All vehicles have a 10,000 lbs. or less GVWR.



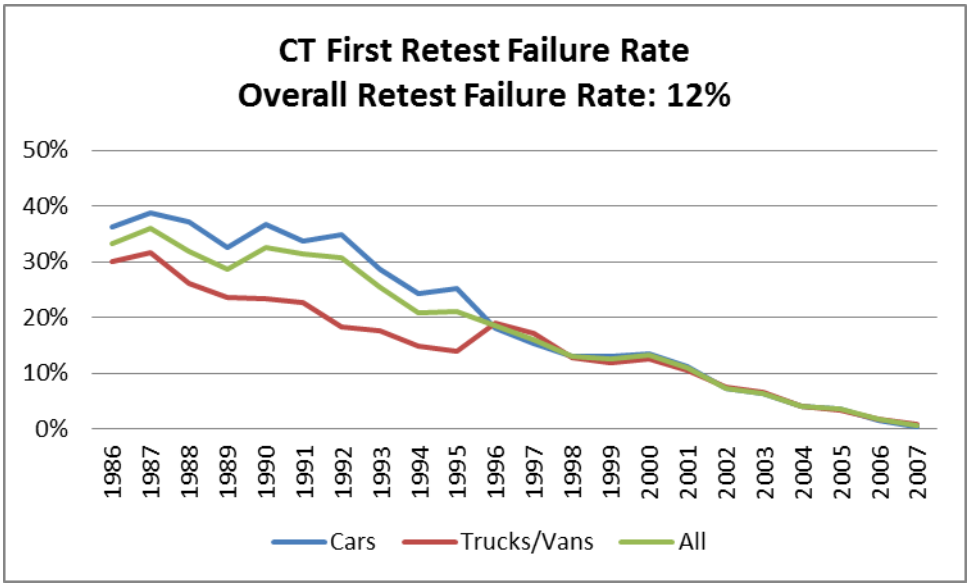
This chart shows the total number of inspections by vehicle model year and final inspection type. Most 1996+ vehicles received OBDII tests. A small percent (2%) of the vehicles newer than 1996 were models over 8500 lbs. GVWR without OBD systems.



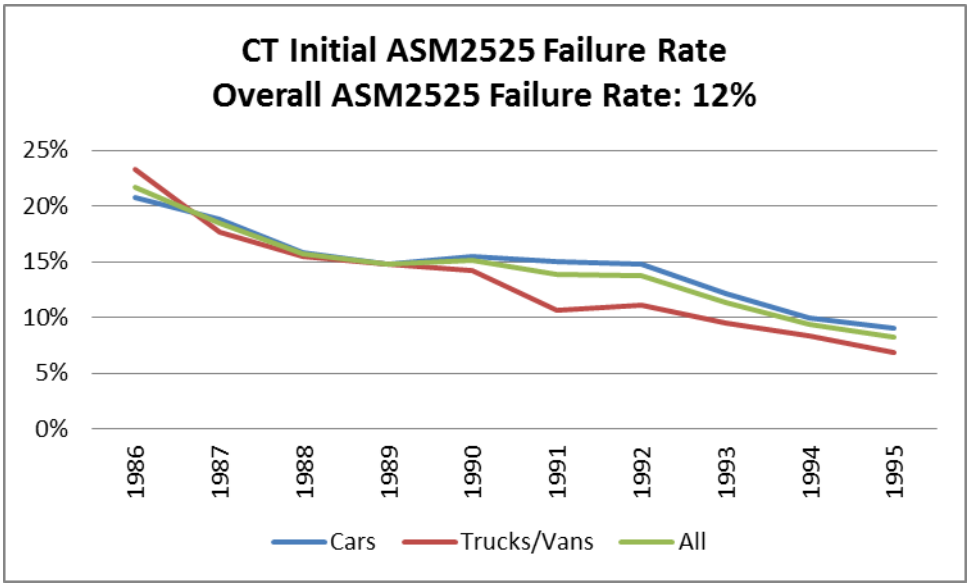
This chart shows the overall percentage of vehicles that failed the tailpipe test, gas cap test, visual emission control component test, or the OBD test. Some vehicles failed more than one inspection component. As expected, the failure rate is lowest for new vehicles. Following the pattern seen previously the failure rate for cars and trucks spiked upwards for 1996 model year vehicles, due to increased stringency associated with the implementation of the OBDII test. Compliance with the OBDII test is considered to be more difficult than compliance with the ASM2525 or PCTSI test. The failure rate is consistent with failure rates reported in test-only programs in other jurisdictions.

EPA requires that the 2001 and newer model year vehicles only have one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement slightly elevates the overall failure rate in 2001. The high initial failure rate for 2007 model year vehicles is due to the fact that over half of the 2007 vehicles tested, had dealer plates. Vehicles owned by dealers typically have high not ready rates, because their batteries are often dead, or had been disconnected during dealer prep[8]*.*

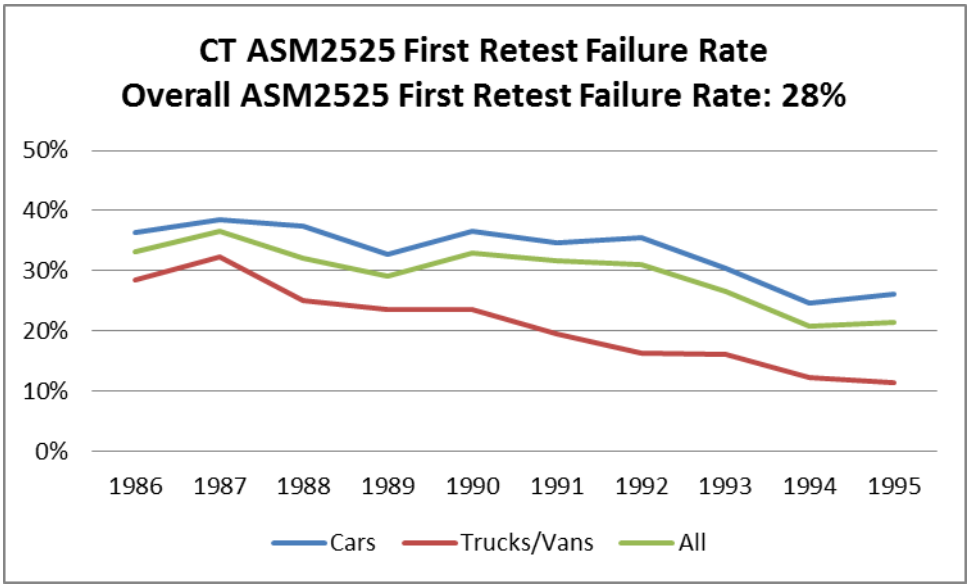
8 Readiness status for all monitors usually sets to not ready when a vehicle's battery is disconnected.



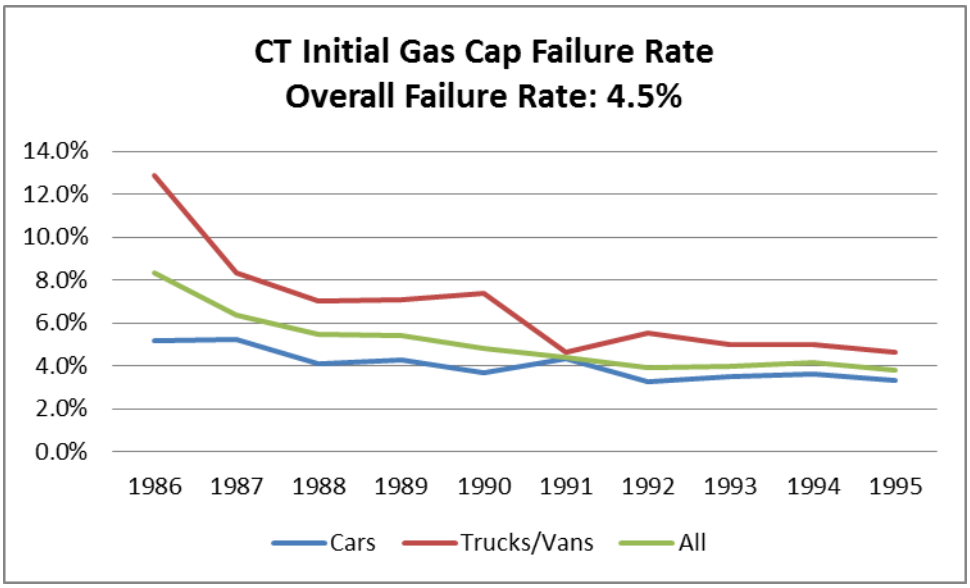
This chart shows the percent of vehicles by model year that failed their first retest. The failure rate is highest for the older model year vehicles, which is typical. Overall, 12% of the vehicles tested failed their first retest.



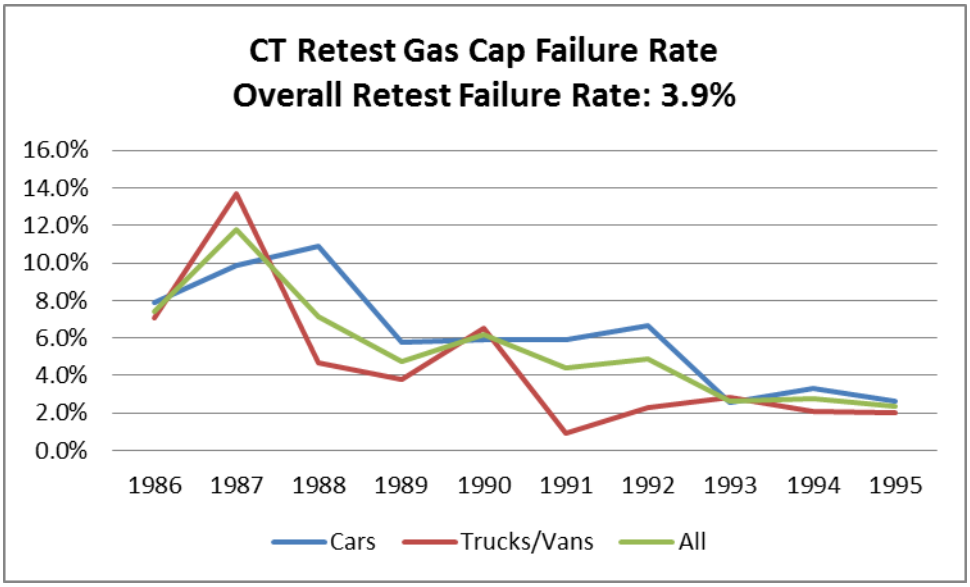
This chart shows failure rates by vehicle model year for the ASM2525 test. The average ASM2525 test failure rate for all vehicles was 12%. Typically, a higher failure rate for older model year vehicles is expected. 1996 and newer model year vehicles received ASM2525 or PCTSI tests, only if they were not equipped with OBDII systems. As a result, there were not enough ASM tests on 1996 and newer vehicles to analyze trends.



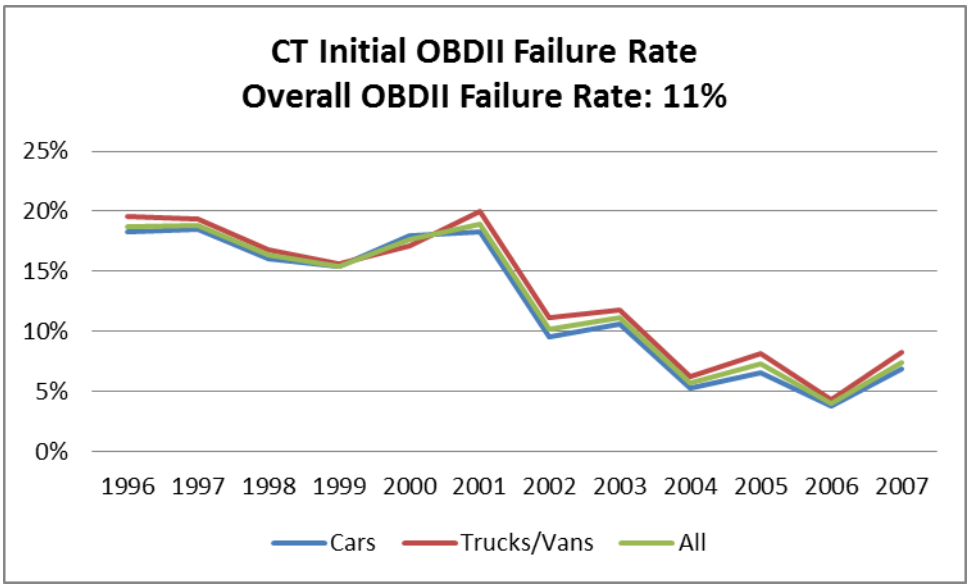
This chart shows the percentage of vehicles by vehicle model year that failed their first ASM2525 retest. The retest failure rate generally is highest for the older vehicles. Overall, 28% of the vehicles failed the first ASM2525 retest. There were too few 1996 and newer model year vehicles receiving ASM2525 retests for a meaningful analysis.



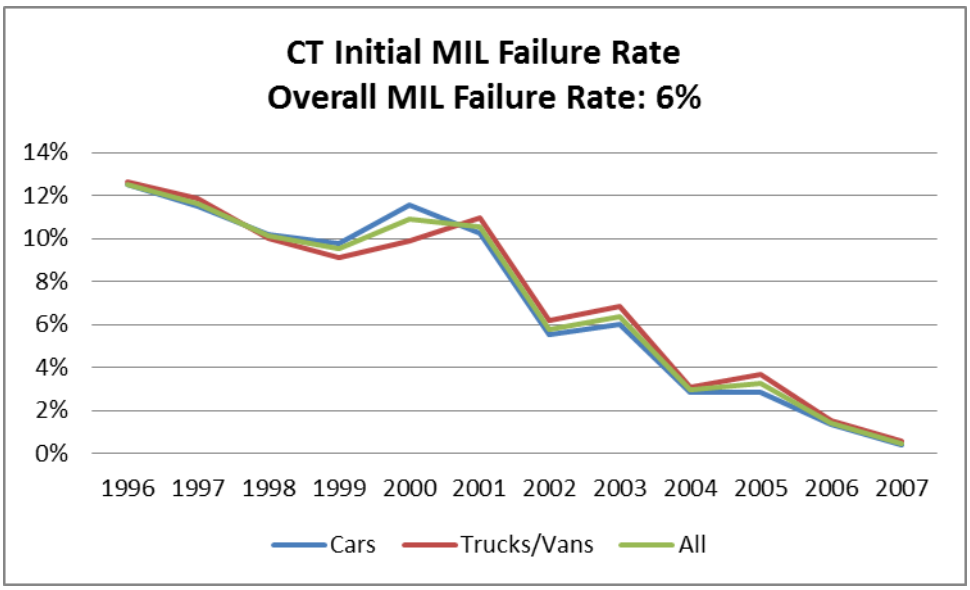
This chart shows the gas cap pressure test failure rate by vehicle model year. As with the ASM2525 test, the failure rate is higher for older vehicles, which is expected. 1996 and newer light-duty vehicles no longer receive gas cap tests.



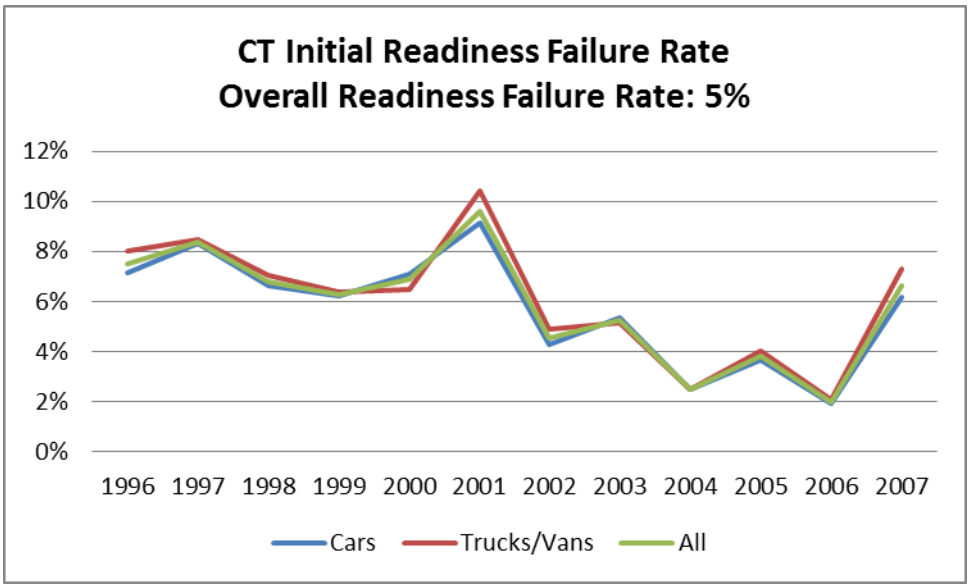
This chart shows the gas cap retest failure rate by vehicle model year. Overall, 3.9% of the vehicles fail the first gas cap retest. As expected, the retest failure rate is highest for the older model year vehicles.



This chart shows failure rates by vehicle model year for the OBD test. The average OBD test failure rate for all vehicles was 11%. Typically, a higher failure rate for older model year vehicles is expected. 19% of the 1996 model year vehicles failed the test. EPA requires that the 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the slightly elevated failure rate for 2001 model year vehicles. The increase in failure rates for 2007 model year vehicles reflects a high "not-ready" rate for these models.



This chart shows the percentage of vehicles that fail the MIL Command check that's part of the OBD test. Most OBDII failures are for the MIL Command check. The average MIL failure rate for all vehicles was 6%. This graph shows that older model year vehicles have a higher failure rate, as expected.

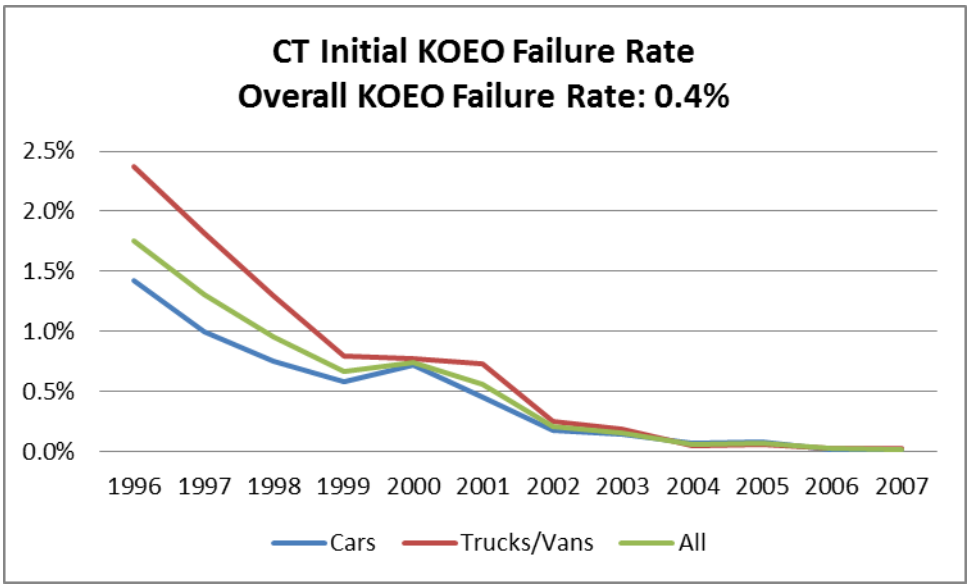


This chart shows the percentage of vehicles that exceed EPA's readiness criteria. OBDII systems have up to 11 diagnostic monitors, which run periodic tests on specific systems and components to ensure that they are performing within their prescribed range. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBDII system. Overall, 5% of the vehicles failed EPA's readiness criteria.

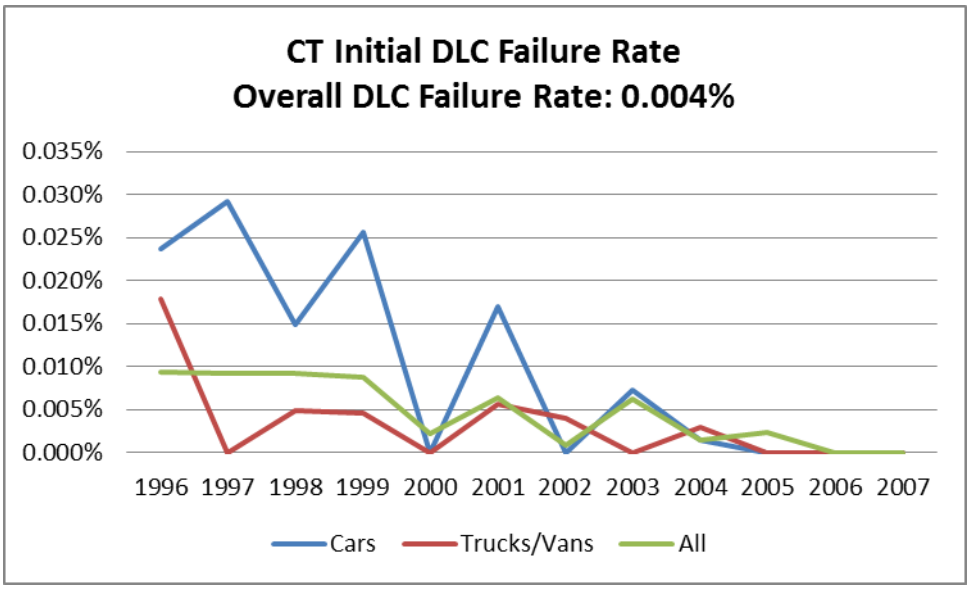
EPA requires that the 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the elevated failure rate for 2001 model year vehicles.

The high "not ready" rate for 2007 model year vehicles is due to the fact that over half of the 2007 vehicles tested, had dealer plates. Vehicles owned by dealers typically have high not ready rates, because their batteries are often dead, or had been disconnected during dealer prep[9].

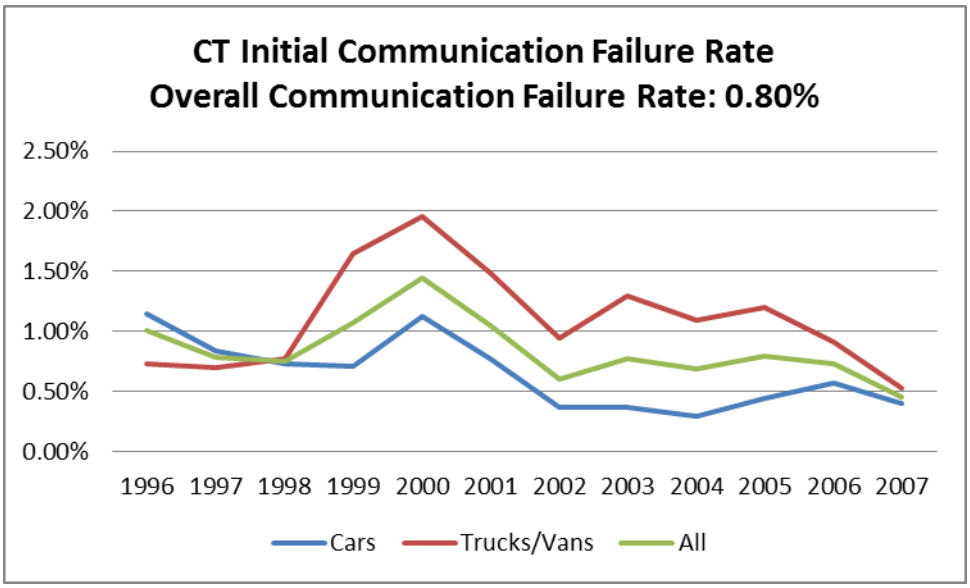
9 Readiness status for all monitors usually sets to not ready when a vehicle's battery is disconnected.



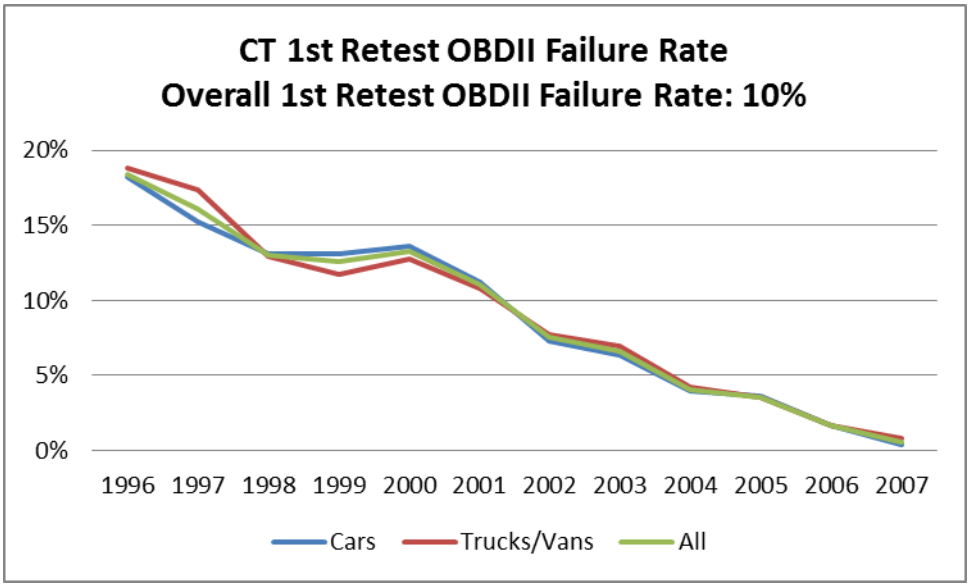
This chart shows failure rates by vehicle model year for the Key-On Engine Off (KOEO) test, which is part of the OBD test. The average KOEO failure rate for all vehicles was 0.5%. The KOEO determines if the MIL bulb is working. The bulb should illuminate when the vehicle is turned on, but not started.



This chart shows the percentage of vehicles that failed because the OBDII connector, termed the Data Link Connector or DLC, is missing, damaged or obstructed. Overall, few vehicles (0.004%) failed for this reason.



This chart shows the percentage of vehicles that failed to communicate with the OBDII test equipment. Overall, 0.8% of the vehicles failed for this reason. Vehicles that failed to communicate with the OBDII test equipment, received tailpipe emissions tests, if they passed all other OBDII inspection criteria.



This chart shows failure rates by vehicle model year for the first OBD retest. The average failure rate for all vehicles in the first OBD retest was 10%. Connecticut requires OBD failures to meet readiness requirements when retested. If a vehicle does not meet readiness requirements when retested, the inspection is aborted. Vehicles that are not ready on retest are not included in the above failed percentages.

3.0 Observed Failure Rates for Diesel-Powered Vehicles

Diesel-powered vehicles with 10,000 lbs. GVWR or less are also tested in the I/M program in Connecticut. If the vehicle is equipped with an OBDII system, an OBDII test is performed. Otherwise, the vehicle receives a test for excessive exhaust smoke opacity.

Failure rates for diesel-powered vehicles were calculated using test results from I/M test stations. Below is a brief description of the criteria used to determine if a vehicle passes or fails inspection.

Pass/Fail Criteria

Modified Snap Acceleration (MSA) Test: With this test, the throttle is snapped and exhaust smoke opacity is measured. This test is performed with the vehicle being in "neutral". The average of three snaps is calculated, and compared to the standard recommended by the federal government.

Loaded Mode Diesel (LMD) Test: Vehicles are tested using a dynamometer to simulate driving at 30 mph. Exhaust smoke opacity is measured.

OBDII Inspection: 1997 and newer model year diesels vehicles with less than 8500 lbs. GVWR get an OBDII inspection. The emissions test system is plugged into the OBDII connector and information on the status of the vehicle's OBD system is downloaded. Diesel-powered vehicles will fail the OBDII inspection if they have any of the following problems:

- Malfunction Indicator Lamp (MIL) is commanded-on;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure);
- OBD diagnostic link connector damaged.

Summary of Fail Rates of Diesel-Powered Vehicles

Following is a summary of test results for the January 1, 2010 to December 31, 2010 period. During this period, 10,302 diesel-powered vehicles received opacity tests, and an additional 2,458 vehicles received OBD tests.

- 28 (2.1%) vehicles failed the Modified Snap Acceleration (MSA) test.
    - 36% of the vehicles failed the first MSA retest.
- 83 (0.9%) vehicles failed the Loaded Mode Diesel (LMD) test.
    - 23% of the vehicles failed the first LMD retest.
- 182 (7.4%) vehicles failed the OBD test.
    - 8.3% of the vehicles failed the first OBD retest.

Conclusion: These failure rates are similar to rates found in previous evaluation reports. Outside of Connecticut, few states perform periodic tests on diesel-powered vehicles, so there is little basis for a comparison of Connecticut's diesel-powered vehicle failure rate with other states.

4.0 Enforcement of Connecticut's I/M Program

Connecticut's program uses both registration denial and late fee assessment to enforce emission testing compliance. This section presents an analysis of data relevant to the enforcement of Connecticut's I/M program. Statistics required by 40 CFR 51.366 are presented below, and in the Appendix B, with exception of 40 CFR 51.366(d)(1)(iv) and (v) which are not applicable to Connecticut's program.

Overall Compliance Rate

Previously, the overall compliance rate was based on the number of passing inspections divided by the number of vehicles subject to inspection. Basing the compliance rate on registration audits is more accurate, since each registration is audited. Connecticut's SIP assumes that 96% of the vehicles subject to I/M requirements actually comply. Based on audits by DMV, the overall compliance rate is 99.9%. This value was calculated as follows: In 2010, 933,984 registration renewals were audited, resulting in 33,120 denials, 96.8% of these denials later complied. From these statistics, an overall compliance rate of 99.9% was calculated.

Late Fees

In 2010, 159,163 late fees were assessed.

Preventing Circumvention of Connecticut's I/M Requirement

EPA requires states to prevent motorists from avoiding I/M requirements by falsely registering vehicles out of the program area, or falsely changing fuel type or weight class on the vehicle registration. EPA also requires states to report on results of special studies to investigate the frequency of such activity.

- **Circumventing I/M Tests in Connecticut –** Connecticut tests all fuel types, including hybrids, so motorists cannot avoid inspection by changing fuel type. It may be possible to avoid inspection by registering the vehicle with a GVWR greater than 10,000 lbs. The majority of vehicles registered with an incorrect GVWR are those where the vehicle owner registers the vehicle at a lower weight to avoid the added expense and would not be emission eligible (>10,000 lbs.) with their corrected weight.
- **Detection and Enforcement Against Motorists That Falsely Change Vehicle Classifications To Circumvent Program Requirements –** In 2010, 98.9% of emission eligible vehicles in Connecticut are in the Passenger, Commercial or Combination classifications. Incidents of motorists modifying a vehicle's registration classification to a non-emission eligible class are rare, most likely because of the added expense, documentation and inspection requirements.

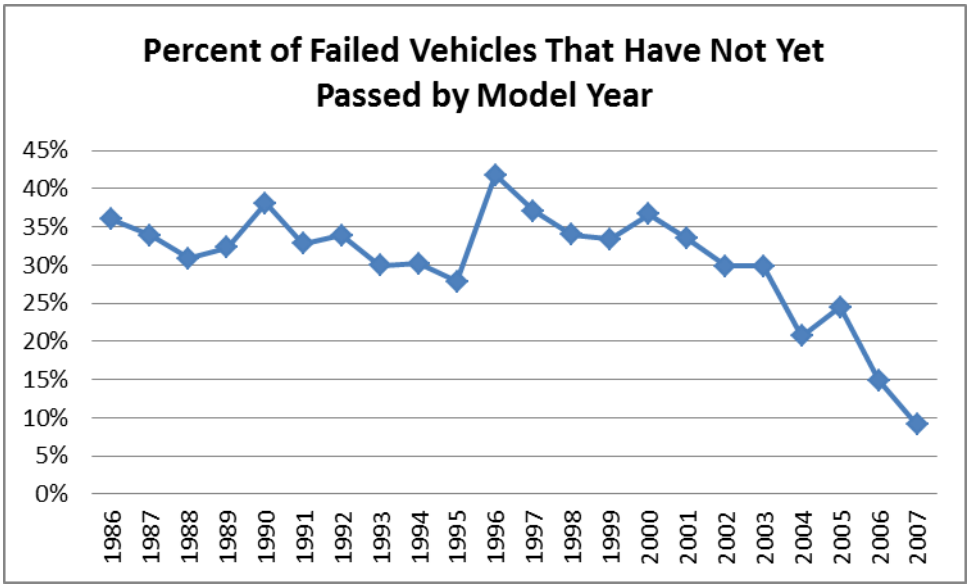
Percent of Failed Vehicles That Ultimately Pass

To determine whether vehicles that failed their emissions test ultimately pass, the fate of vehicles failing the I/M test in 2010 was evaluated. Failures for the first three months of 2010 were tracked through 12/31/2010. Results are shown in the table and figure below.

Overall, 31% of the failures during this three month period had not yet received a passing result or waiver. Ultimately, these vehicles must comply, or they cannot be registered in Connecticut, since I/M compliance is a prerequisite for vehicle registration. Over 99% of the vehicles tested from 1/1/10 to 12/31/10 complied with I/M program requirements and are registered.

Vehicles Tested from 1/1/10 to 3/31/10
with No Known Outcome

Model Year	Initial Fail	Final Retest Pass	No Final Pass	% No Final Pass
1986	200	128	72	36%
1987	227	150	77	34%
1988	256	177	79	31%
1989	319	216	103	32%
1990	315	195	120	38%
1991	366	246	120	33%
1992	481	318	163	34%
1993	541	379	162	30%
1994	626	437	189	30%
1995	861	621	240	28%
1996	1831	1066	765	42%
1997	2787	1753	1034	37%
1998	2694	1779	915	34%
1999	2816	1877	939	33%
2000	2322	1471	851	37%
2001	2688	1788	900	33%
2002	2199	1543	656	30%
2003	1543	1082	461	30%
2004	2053	1628	425	21%
2005	837	632	205	24%
2006	1338	1139	199	15%
2007	700	636	64	9%
TOTAL	**28005**	**19261**	**8744**	**31%**



This chart shows the percentage of vehicles that failed the emission test in the first three months of 2010 that never ultimately passed in 2010. The increase from 1995 to 1996 indicates that compliance with the OBD test may be more difficult than the tailpipe test used for pre-1996 vehicles.

Waivers Issued

Another issue related to enforcement is the number of waivers issued. Program effectiveness is inversely proportional to the waiver rate. As the following table shows, less than 0.5% of the vehicles that failed received waivers, indicating that the program is effective. This is much lower than the waiver rates in many other programs. Connecticut's I/M SIP assumes a waiver rate of 1%.

Conclusion: Connecticut exceeds SIP requirements for enforcement of motorist compliance. The overall compliance rate in Connecticut exceeds 96%, which is the compliance rate assumed in Connecticut's SIP. Connecticut actively investigates non-compliance and assesses a large number of fines for vehicles that are not presented for emission inspection in a timely manner. Connecticut issues fewer waivers than assumed in Connecticut's SIP.

% of Failed Vehicles Receiving Waivers in 2010

Model Year	Passenger car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1986	5	1	**6**	700	0.86%
1987	4	0	**4**	862	0.46%
1988	3	0	**3**	916	0.33%
1989	4	1	**5**	1,027	0.49%
1990	1	2	**3**	1,139	0.26%
1991	4	1	**5**	1,196	0.42%
1992	8	1	**9**	1,614	0.56%
1993	6	0	**6**	1,902	0.32%
1994	5	3	**8**	2,218	0.36%
1995	6	3	**9**	2,642	0.34%
1996	34	7	**41**	6,171	0.66%
1997	22	17	**39**	8,249	0.47%
1998	34	18	**52**	8,929	0.58%
1999	40	17	**57**	8,885	0.64%
2000	41	17	**58**	8,323	0.70%
2001	57	35	**92**	9,140	1.01%
2002	26	12	**38**	12,882	0.29%
2003	12	7	**19**	5,501	0.35%
2004	7	6	**13**	8,174	0.16%
2005	1	2	**3**	3,117	0.10%
2006	0	0	0	5,189	0.00%
Total	**320**	**150**	**470**	**101,041**	**0.47%**

Enforcement of Proper Test Procedures Through Trigger Reports and Video Audits

Connecticut is a model for other states in how to enforce proper I/M test procedures. Connecticut actively looks for cases where inspectors may be doing improper inspections, passing vehicles that otherwise should fail. The following is a summary of how Connecticut ensures that stations perform proper inspections:

- DMV runs extensive trigger reports to assure that inspection stations follow proper test procedures. The following demonstrates that DMV has developed a comprehensive set of triggers to verify and enforce compliance with proper test procedures.
    - Trigger reports look for anomalies in data recorded during inspection. These reports help DMV identify stations performing fraudulent or inaccurate inspections.
    - Triggers focus on finding the following types of fraud:
        - Clean Scanning: Performing an OBDII test on a fault-free vehicle instead of the vehicle that should be tested.
        - Clean Piping: Performing a tailpipe test on a passing vehicle instead of the vehicle that should be tested.
    - These reports are generated frequently to identify stations performing improper inspections. Connecticut promptly investigates all significant cases of possible inspection fraud.
- In addition to the auditing conducted by DMV, DMV requires its Contractor to conduct additional audits.
- On a monthly basis, DMV rotates staff, so that there are two full time video auditors who continually monitor inspections during station operating hours via digital web cameras. Video audits have the following features:
    - Real time monitoring/control of vehicle inspections;
    - Video auditors can selectively view inspections; and
    - If anomalies are detected, DMV requires its contractors to take affirmative actions to halt the inspection.
- No other state does more thorough trigger or video audits and follow-up actions.

Triggers for Clean Scanning/Clean Piping

DMV runs several trigger reports to identify clean scanning and clean piping:

- **Mismatch between entered Vehicle Identification Number (VIN) and OBDII VIN** – Certified Testing Inspectors (CTI) may attempt to pass vehicles with OBDII faults by scanning a problem-free vehicle instead of the one that should be inspected.
  - If the vehicle has an electronic VIN available through the vehicle's OBDII system, clean scanning cases can be identified by comparing entered VIN with VIN provided by vehicle's OBDII system.
  - This evaluation showed that in 2010, there were 535 incidences of OBD VIN mismatches out of 496,000 tests with OBD VINs (0.11%). DMV investigates all VIN mismatches. Most mismatches were for vehicles owned by the same person or vehicles that had Program Control Modules replaced without proper programming of the vehicles computer with the correct VIN, also termed reflashing.
- **Questionable Retests** – Mismatches between initial tests and retests could indicate that the inspector clean-scanned vehicles on retests. DMV checks the following parameters:
  - Supported readiness monitors – different vehicles have different monitors;
  - OBD computer identifiers;
  - This evaluation showed that in 2010, out of about 85,000 OBD failures, 19 tests (0.02%) have been flagged by this trigger.
- **Short Time Between Initial OBD Test Fail And Retest Pass** – Stations that often show short time periods, in particular one half hour, between the initial test failure and retest pass could be performing fraudulent inspections. (Short Time Period = ½ hour)
  - It is difficult to repair OBD failures and get failing vehicles to pass within a short time period:
    - MIL-On Fails – It takes time for the MIL to go off, or readiness monitors to reset if codes are cleared.
    - Readiness Fails – It takes time for readiness monitors to set to ready, especially the evaporative monitor.
  - This evaluation showed that in 2010, out of about 85,000 OBD failures, only 8 tests (0.01%) have been flagged by this trigger.
- **Large Emission Reductions In A Short Time Period (1981-1995 Vehicles) –** Stations reporting large emission reductions in a short time period are more likely to be clean piping the retests. (Short Time Period= ½ hour)

- This evaluation showed that in 2010, out of about 13,000 ASM2525 failures, 9 tests (0.07%) have been flagged by this trigger.

Summaries of Clean Scanning/Clean Piping Triggers

- DMV tabulates potential clean scanning and clean piping triggers by station.
- Stations with more than one minor trigger or any major trigger, e.g. large emission reductions in a short time period, are immediately investigated.
- Overall, less than 0.2% of the inspections performed or conducted were flagged by trigger reports, which indicates that inspection fraud is not a serious problem in Connecticut.

Example Report – Stations with the Most Trigger Hits

Station	<1hr OBD pass	<1hr>50%	Looser ASM2525 Cutpoints	OBD Parameter Mismatch	OBD VIN Mismatch	Total
A		1		12		13
B		1		9		10
C		3	1	1	3	8
D	1	1	1	4		7
E	1		1		3	5
F		2		1	2	5
G		2	1		2	5
H			1	1	3	5
I				1	3	4
J	1	2	1			4
K		1	1		2	4
L			1	1	2	4
M			4			4

Conclusion: Evaluation of the data demonstrates that Connecticut vigorously enforces proper inspection procedures. Inspection fraud is not a problem in Connecticut's I/M program. Connecticut actively investigates possible cases of inspection fraud and initiates corrective action. Less than 0.2% of the tests in Connecticut are suspect.

5.0 Quality Assurance Audits

The DMV and its contractor, Applus, perform all the quality assurance (QA) audits required by EPA. Following is an overview of Connecticut's audits, and other QA activities conducted by DMV.

Overt Audits

EPA requires that Overt Audits be performed twice per year per station. DMV meets these requirements through use of the Emission Test Monitoring Report (ETMR). Connecticut prepares ETMRs more frequently than required by EPA. Each month, at least two ETMRs are prepared on each station. In addition, Applus also performs overt audits. Connecticut also checks far more items than required by EPA. Connecticut conducted 6,898 audits in 2010 on approximately 280 stations. Both OBD and tailpipe audits occurred. Three stations were shut down in 2010 as a result of failing an overt audit.

Equipment Audits

EPA requires that Equipment Audits be performed twice per year per station. DMV meets these requirements through the QA Audits. Connecticut conducts equipment audits much more frequently than required by EPA. High volume stations are checked monthly, while low volume stations are checked twice per year. In addition, Applus also performs equipment audits. Connecticut checks more equipment items than required by EPA. While an audit may require a station to discontinue tailpipe testing, it can continue OBD testing. Therefore, no stations were totally shut down due to a failed gas equipment audit. Results are presented below. The high number of failed equipment (gas) audits was due to the aging analytical benches and the lack of readily available replacement parts from the manufacturer. This issue will be resolved with the roll out of new, more reliable benches in the new program.

Results of Equipment Audits

Parameter	2010
Total Equipment Audits	834
Total Stations that Failed Equipment Audit	160
Percentage of stations that failed an equipment (gas) audit[10]	55.94%
Number of stations totally shut down as a result of a failed equipment (gas) audit[10]	0
Percentage of stations shut down as a result of failed equipment (gas) audit[10]	0.0%

10 However, stations were prohibited from performing tailpipe emission testing only until the equipment problem was resolved. Stations were allowed to continue to perform OBD testing.

Covert Audits

EPA requires that covert audits be performed at least once per year. DMV meets these requirements through its covert audit team. Connecticut exceeds EPA requirements for covert audit frequency. In 2010, Connecticut conducted 294 audits of the inspection stations. Warnings are routinely issued for false passes if DMV does not find that the CTI intentionally or negligently falsely passed a vehicle, thus there can be a difference between the number of false passes and suspensions. Suspensions are usually associated with violations found from trigger reports and data audits. Most false passes are for minor procedural errors, such as failing to perform the visual MIL check correctly. Unless the station repeats these errors, they are issued warnings rather than being suspended.

As stated in the Applus contract, and in the Applus 'station agreement', a CTI is suspended (pending an investigation) when it is determined that the false pass was the result of "Intentionally improperly passing a failing vehicle." Most errors identified by covert audits were determined to be unintentional and due to poor attention to detail. However, a second occurrence of making a careless error, such as missing or incorrectly answering the MIL question, results in an automatic suspension.

Connecticut is a model for running trigger reports and following-up on the issues identified as a result of those audits. Suspensions for violations other than covert audit findings or triggers were for various reasons as outlined in the contract under "Inspector Violations," including, but not limited to data entry errors or incorrect test procedures. The statutory and regulatory basis of the program does not allow Connecticut to issue fines or hold hearings concerning inspectors that falsely pass vehicles in covert audits. Instead, these inspectors are suspended from testing. Whether or not to suspend a station depends on the assessment of the severity of the infraction by Applus.

During 2010, a decreased number of vehicles were available for auditing purposes due to Connecticut's budget challenges. Since video trigger auditing is used and has repeatedly been proven to be more effective in detecting fraud along with the aforementioned budget issue, the covert audits with the vehicle set to fail were limited. However, this issue will be corrected in 2011 with the new program's requirement for vendor supplied vehicles for auditing.

Results of Covert Audits

Parameter	2010
# Stations receiving covert audits	246
The number of covert audits:	294
Conducted with the vehicle set to fail	0
Resulting in a false pass	0
Total number of covert vehicles available for undercover audits over the year	1
Total number of covert auditors available for undercover audits over the year	11
Stations suspended as a result of covert audits	0
Stations suspended for other causes	0

Contractor QA Activities

Fraud Prevention Systems

In addition to Connecticut's efforts to eliminate fraudulent and inaccurate tests, the State's contractor, Applus, has implemented systems to prevent fraud, including the Connecticut Decentralized Analyzer System (CDAS), provided by Applus, which has features to assure that accurate emissions tests are performed. These systems and features are described below:

- Secure iris recognition system – use of biometrics
- Trend analysis monitoring –
    - Test time duration
    - Initial and retest pass/fail rate
    - Repair costs
    - Waivers
    - Speed variability check
    - Gas cap failure analysis
    - After hours inspection analysis
    - Aborted inspection analysis

Analyzer QA Functions

- Sample system leak check
- Analyzer gas calibrations – Every 72 hours or system will lock out testing
- CDAS units require a two point calibration with BAR 97 high gas followed by BAR 97 low gas blend
- CDAS units have passed BAR 97 certification tests
- Dynamometer undergo a coast down every 72 hours
- Raw transport time verification
- Various other hardware checks are done every 72 hours
- Low sample flow, sample dilution checks etc.

Contractor QA Activities (cont.)

Inspection Results Analysis Audits – monitoring of performance indicators

- # of offline inspections
- Gas cap failures
- OBD failures
- After hours testing

Digital Audits – monitoring of equipment service and repair

- Leak check failures
- NO cell age
- Gas cap calibration failure
- NO response time
- CO response time
- O2 response time
- NO low calibration gas drift
- Bench low calibration failure rate
- Parasitic loss changes

Conclusion: In summary, Connecticut exceeds EPA's recommended levels of QA. QA results are indicative that the program is effective at performing accurate inspections.

6.0 Assessment of OBD Testing Issues

Vehicles with Readiness Issues that are Not Currently Exempted from Readiness Requirements

EPA allows states to exempt vehicles from readiness requirements, if they have design flaws that cause them to frequently fail for readiness. In 2007, Connecticut updated its readiness exemption list to include vehicles that had extremely high not ready rates. Based on data from tests performed in 2010, there are no additional vehicle models that have been found to have high not ready rates. ***Connecticut does not need to update its readiness exemption list at this time.***

Vehicles That Fail to Communicate with Connecticut's Test System

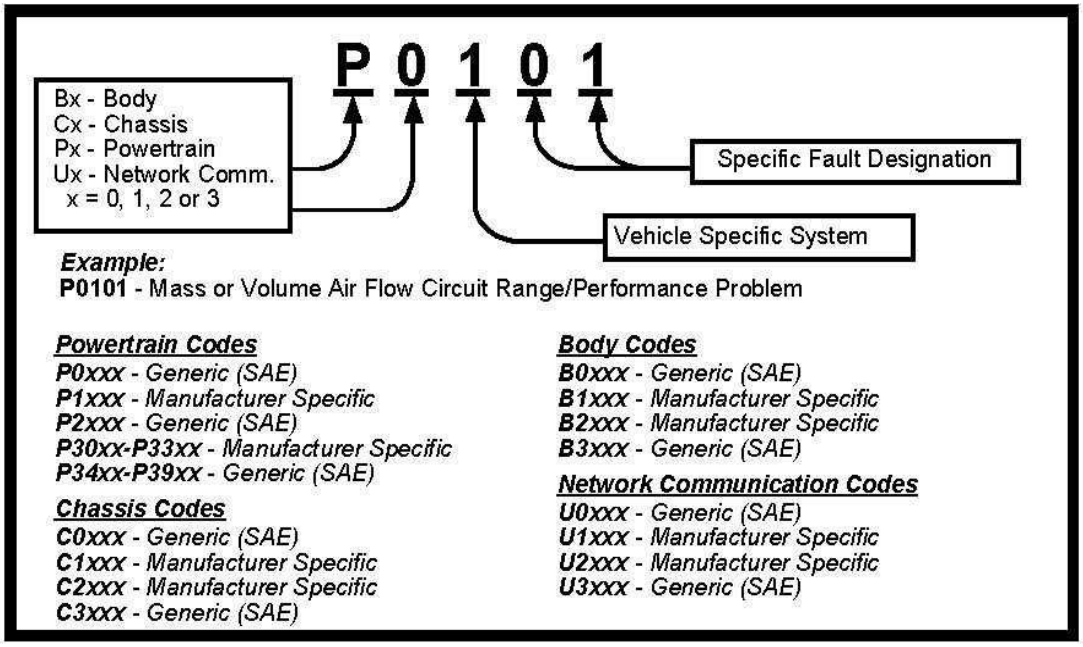
A small percentage (0.8%) of the vehicles with OBDII systems fail to communicate with Connecticut's inspection system. The vehicles listed below have high no communication percentages. During 2010, most of these vehicles received a visual MIL check to determine if they passed or failed inspection.

Vehicles With High No Communication Rates

Model Year	Make	Model	OBD Tested	# No COM	No COM Rate
1997	ACURA	2.5TL	67	67	100%
2006	Volkswagen	Multiple	788	726	92%
2006	Mercedes Benz	Multiple	890	680	76%
2006	Audi	Multiple	438	826	53%

Diagnostic Trouble Codes (DTCs) Recorded in OBDII Failures

The Malfunction Indicator Light (MIL) is part of the OBD system and is used to alert the driver of a potential issue with the vehicle's computerized engine management system. Whenever the MIL is illuminated a Diagnostic Trouble Code (DTC) should be stored in the vehicle's computer. DTCs describe the problem that caused the MIL to go on. Before OBDII, each manufacturer had their own specific trouble code list and code definitions. Under the OBDII requirements, all manufacturers must comply with a standardized convention for DTCs. The universal DTC format consists of a 5-character alphanumeric code, consisting of a single letter character followed by four numbers. The following is an example of the standardized coding for DTCs.



Top 10 DTCs in Connecticut

Following is a list of the most prevalent DTCs in Connecticut in 2010. This table lists the ranking of the most prevalent DTCs along with the frequency of its occurrence, expressed as a percentage. Note that the top 10 DTCs are present in over 62% of the MIL-on cases, even though there are over 1000 possible DTCs.

Connecticut's Top 10 DTC Codes		
Rank	**DTC**	**%**
1	P0420 – Low Catalyst Efficiency	10.47%
2	P0171 -- System Too Lean: Bank 1	8.78%
3	P0300 -- Random Misfire	6.32%
4	P0442 -- Evaporative Emission Control System Leak Detected (small leak)	6.19%
5	P0455 -- Evaporative Emission Control System Leak Detected (gross leak)	6.10%
6	P0401 – Exhaust Gas Recirculation (EGR) Flow Insufficient	5.76%
7	P0141 -- 02 Sensor Heater Circuit Malfunction	5.60%
8	P0174 -- System Too Lean: Bank 2	4.85%
9	P0440 -- Evaporative Emission Control System Malfunction	4.38%
10	P0135 -- 02 Sensor Heater Circuit Malfunction	4.30%
	Total Top 10	62.76%

7.0 Program Enhancements in 2010 and in the Future

DEP and DMV evaluate Connecticut's I/M program to ensure that it continues to operate accurately and effectively while guaranteeing that the air quality benefits are being achieved. In 2011, DMV is in the process of negotiating a new contract for a new upgraded program which should resolve many of the challenges associated with the existing program. The new program will continue to perform tailpipe tests on pre-1996 vehicles, which do not have OBD systems. This is done to maintain the air quality benefits necessary due to Clean Air Act requirements and statutory restrictions.

Due to time constraints, rolling implementation of the new program will occur. A new type of bench, which is known to be more reliable, will be utilized, resolving the high rate of equipment (gas) auditing failures. The vendor will supply the vehicles for covert auditing, with DMV staff continuing to conduct the auditing procedures.

Connecticut will continue with stringent quality assurance and fraud detection activities, in addition to conducting ongoing assessments of the I/M program to determine additional opportunities for increasing the effectiveness of the program.

In spring of 2011, the EPA provided an updated listing of vehicles known to experience monitor readiness and suggested resolutions for these issues. Connecticut plans on using this new list for comparisons next year.

Also, the next generation Connecticut Vehicle Inspection Program will place additional emphasis on the training and evaluation of the effectiveness of the role of the repair industry in overall program compliance.

8.0 Conclusions

Following are the key conclusions from this analysis:

- Connecticut is failing the expected number of vehicles because they have evidence of being high emitters. Overall, 100,979 gasoline- and diesel-powered vehicles failed their initial emissions test in the 2010 period. This equates to 11% of the vehicles tested.
- Over 99% of the vehicles subject to I/M requirements comply with standards. During the first quarter of the 2010 test period, 31% of the vehicles that failed did not receive a passing result or waiver by the end of 2010. Ultimately these vehicles must comply with I/M requirements, since compliance with I/M standards is a prerequisite to vehicle registration. The enforcement of Connecticut's I/M program exceeds the enforcement levels assumed in emissions modeling for the Connecticut SIP.
- The State and its contractor, perform all the Quality Assurance (QA) audits required by EPA at frequencies that greatly exceed EPA's requirements. Connecticut exceeds EPA's recommended levels of QA. The program performs accurate inspections.
- Connecticut conducts extensive enforcement activities on the I/M program. Connecticut is a national model for other states' enforcement activities. Consequently, Connecticut's I/M program has little fraud.
- Connecticut's next generation I/M contract is designed to ensure the I/M program continues to be well managed and effectively achieves the expected air quality benefits. Challenges associated with some of the existing protocols will be resolved with the full implementation of the new program.

Appendix A
EPA Checklist

Appendix A:
40 CFR Part 51 - Subpart S Inspection/Maintenance Program Requirements
51.366 - Data Analysis and Reporting Requirements

Reporting Requirement	**Reviewer Comments / Location in State Report**	**Has the State Met the Requirement?**
(a) Test Data Report The program shall submit to EPA by July of each year a report providing basic statistics on the testing program for January through December of the previous year, including:		
(1) The number of vehicles tested by model year and vehicle type;		
(2) By model year and vehicle type, the number and percentage of vehicles:		
(i) Failing initially, per test type;		
(ii) Failing the first retest per test type;		
(iii) Passing the first retest per test type;		

Reporting Requirement	**Reviewer Comments / Location in State Report**	**Has the State Met the Requirement?**
(iv) Initially failed vehicles passing the second or subsequent retest per test type;		
(v) Initially failed vehicles receiving a waiver; and		
(vi) Vehicles with no known final outcome (regardless of reason). *(vii)-(x) [Reserved]*		
(xi) Passing the on-board diagnostic check;		
(xii) Failing the on-board diagnostic check;		
(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);		
(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);		
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);		
(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);		
(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);		
(xix) MIL is commanded on and no codes are stored;		
(xx) MIL is not commanded on and codes are stored;		
(xxi) MIL is commanded on and codes are stored;		
(xxii) MIL is not commanded on and codes are not stored;		
(xxiii) Readiness status indicates that the evaluation is not complete for any module supported by on-board diagnostic systems;		
(3) The initial test volume by model year and test station;		
(4) The initial test failure rate by model year and test station; and		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(5) The average increase or decrease in tailpipe emission levels for HC, CO, and NOX (if applicable) after repairs by model year and vehicle type for vehicles receiving a mass emissions test.		
(b) Quality assurance report. The program shall submit to EPA by July of each year a report providing basic statistics on the quality assurance program for January through December of the previous year, including:		
(1) The number of inspection stations and lanes:		
(i) Operating throughout the year; and		
(2) The number of inspection stations and lanes operating throughout the year:		
(i) Receiving overt performance audits in the year;		
(ii) Not receiving overt performance audits in the year;		
(iii) Receiving covert performance audits in the year;		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(iv) Not receiving covert performance audits in the year; and		
(v) That have been shut down as a result of overt performance audits;		
(3) The number of covert audits:		
(i) Conducted with the vehicle set to fail per test type;		
(ii) Conducted with the vehicle set to fail any combination of two or more test types;		
(iii) Resulting in a false pass per test type;		
(iv) Resulting in a false pass for any combination of two or more test types;		
(4) The number of inspectors and stations:		
(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;		
(ii) That were suspended, fired, or otherwise prohibited from testing for other causes; and		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(iii) That received fines;		
(5) The number of inspectors licensed or certified to conduct testing;		
(6) The number of hearings:		
(i) Held to consider adverse actions against inspectors and stations; and		
(ii) Resulting in adverse actions against inspectors and stations;		
(7) The total amount collected in fines from inspectors and stations by type of violation;		
(8) The total number of covert vehicles available for undercover audits over the year; and		
(9) The number of covert auditors available for undercover audits.		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(c) Quality control report The program shall submit to EPA by July of each year a report providing basic statistics on the quality control program for January through December of the previous year, including:		
(1) The number of emission testing sites and lanes in use in the program;		
(2) The number of equipment audits by station and lane;		
(3) The number and percentage of stations that have failed equipment audits; and		
(4) Number and percentage of stations and lanes shut down as a result of equipment audits.		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(d) Enforcement report. (1) All varieties of enforcement programs shall, at a minimum, submit to EPA by July of each year a report providing basic statistics on the enforcement program for January through December of the previous year, including:		
(i) An estimate of the number of vehicles subject to the inspection program, including the results of an analysis of the registration data base;		
(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests with the number of subject vehicles;		
(iii) The total number of compliance documents issued to inspection stations;		
(iv) The number of missing compliance documents;		
(v) The number of time extensions and other exemptions granted to motorists; and		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.		
(2) Registration denial based enforcement programs shall provide the following additional information:		
(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles out of the program area or falsely changing fuel type or weight class on the vehicle registration, and the results of special studies to investigate the frequency of such activity; and		
(ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.		
(3) Computer-matching based enforcement programs shall provide the following additional information:		
(i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and		
(iii) The number of enforcement system audits, and the error rate found during those audits.		
(4) Sticker-based enforcement systems shall provide the following additional information:		
(i) A report on the program's efforts to prevent, detect, and enforce against sticker theft and counterfeiting, and the frequency of this type of activity;		
(ii) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements, and the frequency of this type of activity; and		
(iii) The number of parking lot sticker audits conducted, the number of vehicles surveyed in each, and the noncompliance rate found during those audits.		

Reporting Requirement	Reviewer Comments / Location in State Report	Has the State Met the Requirement?
(e) Additional reporting requirements. In addition to the annual reports in paragraphs (a) through (d) of this section, programs shall submit to EPA by July of every other year, biennial reports addressing:		
(1) Any changes made in program design, funding, personnel levels, procedures, regulations, and legal authority, with detailed discussion and evaluation of the impact on the program of all such changes; and		
(2) Any weaknesses or problems identified in the program within the two-year reporting period, what steps have already been taken to correct those problems, the results of those steps, and any future efforts planned.		

Appendix B
2010 CT I/M Program Data

Appendix B
2010 CT I/M Program Data

Table of Contents

Table (a) (1).

Number of Vehicles Tested by Model Year and Vehicle Type (Network Testing) Includes Initial Tests and Retests

Model Year	Passenger Car (P)	Truck (T)	Total
1981	2	0	2
1982	1	0	1
1983	3	1	4
1984	11	2	13
1985	48	22	70
1986	2,192	1,679	3,871
1987	3,527	2,205	5,732
1988	3,618	3,175	6,793
1989	4,696	3,355	8,051
1990	6,128	2,796	8,924
1991	7,270	2,671	9,941
1992	9,954	3,767	13,721
1993	13,082	5,977	19,059
1994	16,228	9,759	25,987
1995	21,714	12,717	34,431
1996	24,680	14,571	39,251
1997	31,858	20,639	52,497
1998	38,449	24,956	63,405
1999	39,897	26,743	66,640
2000	33,468	22,600	56,068
2001	34,601	23,833	58,434
2002	79,449	59,822	139,271
2003	30,013	25,502	55,515
2004	72,422	78,647	151,069
2005	23,611	22,537	46,148
2006	73,099	64,565	137,664
2007	18,400	13,949	32,349
2008	6	0	6
Grand Total	**588,427**	**446,490**	**1,034,917**

Table (a) (1).			
Number of Vehicles Tested by Model Year and Vehicle Type (Fleet Testing)			
Model Year	**Passenger Car (P)**	**Truck (T)**	**Total**
1989	1	0	1
1990	0	0	0
1991	0	2	2
1992	3	1	4
1993	0	3	3
1994	0	1	1
1995	3	0	3
1996	2	8	10
1997	43	30	73
1998	20	17	37
1999	111	142	253
2000	148	125	273
2001	57	120	177
2002	72	95	167
2003	9	24	33
2004	21	63	84
2005	112	19	131
2006	492	358	850
2007	49	28	77
Grand Total	**1,143**	**1,036**	**2,179**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD	**P**	1996	3,866	17,304	21,170	18.3%
		1997	5,083	22,351	27,434	18.5%
		1998	5,394	28,219	33,613	16.0%
		1999	5,419	29,788	35,207	15.4%
		2000	5,166	23,490	28,656	18.0%
		2001	5,399	24,064	29,463	18.3%
		2002	7,053	66,686	73,739	9.6%
		2003	2,897	24,429	27,326	10.6%
		2004	3,684	65,745	69,429	5.3%
		2005	1,470	20,830	22,300	6.6%
		2006	2,663	68,258	70,921	3.8%
		2007	1,196	16,159	17,355	6.9%
		2008	1	4	5	20.0%
	P Total		**49,291**	**407,328**	**456,619**	**10.8%**
	T	1996	2,189	8,982	11,171	19.6%
		1997	3,052	12,745	15,797	19.3%
		1998	3,437	16,993	20,430	16.8%
		1999	3,356	18,185	21,541	15.6%
		2000	3,046	14,799	17,845	17.1%
		2001	3,599	14,424	18,023	20.0%
		2002	5,528	44,219	49,747	11.1%
		2003	2,472	18,554	21,026	11.8%
		2004	4,279	64,546	68,825	6.2%
		2005	1,620	18,087	19,707	8.2%
		2006	2,472	54,847	57,319	4.3%
		2007	1,043	11,593	12,636	8.3%
	T Total		**36,093**	**297,974**	**334,067**	**10.8%**
OBD Total			**85,384**	**705,302**	**790,686**	**10.8%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
	P	1986	1	13	14	7.1%
		1987	4	24	28	14.3%
		1988	9	35	44	20.5%
		1989	9	46	55	16.4%
		1990	18	145	163	11.0%
		1991	64	255	319	20.1%
		1992	62	452	514	12.1%
		1993	102	869	971	10.5%
		1994	73	849	922	7.9%
		1995	113	1,596	1,709	6.6%
		1996	0	2	2	0.0%
		1997	0	4	4	0.0%
		1998	0	6	6	0.0%
		1999	1	10	11	9.1%
		2000	0	6	6	0.0%
		2001	0	7	7	0.0%
		2002	2	35	37	5.4%
		2003	0	12	12	0.0%
		2004	2	43	45	4.4%
		2005	0	14	14	0.0%
		2006	0	36	36	0.0%
		2007	0	4	4	0.0%
	P Total		**460**	**4,463**	**4,923**	**9.3%**
	T	1985	1	0	1	100.0%
		1986	95	135	230	41.3%
		1987	77	195	272	28.3%
		1988	85	255	340	25.0%
		1989	86	315	401	21.4%
		1990	54	234	288	18.8%
		1991	46	226	272	16.9%
		1992	51	288	339	15.0%
		1993	98	733	831	11.8%
		1994	174	1,381	1,555	11.2%
		1995	260	1,951	2,211	11.8%
		1996	113	663	776	14.6%
		1997	113	1,149	1,262	9.0%
		1998	95	908	1,003	9.5%
		1999	105	1,338	1,443	7.3%
		2000	104	1,246	1,350	7.7%
		2001	138	1,382	1,520	9.1%
		2002	283	3,217	3,500	8.1%
		2003	128	1,384	1,512	8.5%
		2004	197	4,298	4,495	4.4%
		2005	25	951	976	2.6%
		2006	46	3,747	3,793	1.2%
		2007	7	302	309	2.3%
	T Total		**2,381**	**26,298**	**28,679**	**8.3%**
PCTSI Total			**2,841**	**30,761**	**33,602**	**8.5%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
ASM	**P**	1981	1	0	1	100.0%
		1982	0	1	1	0.0%
		1983	0	1	1	0.0%
		1984	4	4	8	50.0%
		1985	7	18	25	28.0%
		1986	361	1,378	1,739	20.8%
		1987	520	2,237	2,757	18.9%
		1988	468	2,485	2,953	15.8%
		1989	580	3,342	3,922	14.8%
		1990	769	4,213	4,982	15.4%
		1991	868	4,930	5,798	15.0%
		1992	1,170	6,746	7,916	14.8%
		1993	1,278	9,237	10,515	12.2%
		1994	1,364	12,373	13,737	9.9%
		1995	1,628	16,469	18,097	9.0%
		1996	0	1	1	0.0%
		1997	0	3	3	0.0%
		1998 *	0	0	0	–
		1999	0	2	2	0.0%
		2000	0	1	1	0.0%
		2001 *	0	0	0	–
		2002	0	1	1	0.0%
	P Total		**9,018**	**63,442**	**72,460**	**12.4%**
	T	1983	0	1	1	0.0%
		1984	0	1	1	0.0%
		1985	3	8	11	27.3%
		1986	232	763	995	23.3%
		1987	256	1,191	1,447	17.7%
		1988	353	1,927	2,280	15.5%
		1989	351	2,020	2,371	14.8%
		1990	294	1,768	2,062	14.3%
		1991	218	1,823	2,041	10.7%
		1992	327	2,608	2,935	11.1%
		1993	419	3,999	4,418	9.5%
		1994	599	6,553	7,152	8.4%
		1995	635	8,543	9,178	6.9%
	T Total		**3,687**	**31,205**	**34,892**	**10.6%**
ASM Total			**12,705**	**94,647**	**107,352**	**11.8%**

* No cars of this MY were tested therefore, the percentage can not be calculated.

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
MSA	**P**	1985	0	1	1	0.0%
		1986	0	5	5	0.0%
		1987	0	2	2	0.0%
		1989	0	1	1	0.0%
		1990	0	1	1	0.0%
		1991	0	7	7	0.0%
		1993	0	5	5	0.0%
		1995	0	5	5	0.0%
		1996	0	6	6	0.0%
		1997	0	2	2	0.0%
		1999	0	1	1	0.0%
		2000	0	1	1	0.0%
		2001	0	1	1	0.0%
		2002	0	4	4	0.0%
		2003	0	1	1	0.0%
		2004	0	2	2	0.0%
		2006	0	8	8	0.0%
	P Total		**0**	**53**	**53**	**0.0%**
	T	1986	0	15	15	0.0%
		1987	0	10	10	0.0%
		1988	0	17	17	0.0%
		1989	0	12	12	0.0%
		1990	0	12	12	0.0%
		1991	0	18	18	0.0%
		1992	1	10	11	9.1%
		1993	1	31	32	3.1%
		1994	3	36	39	7.7%
		1995	2	48	50	4.0%
		1996	1	51	52	1.9%
		1997	1	110	111	0.9%
		1998	2	52	54	3.7%
		1999	2	108	110	1.8%
		2000	4	53	57	7.0%
		2001	1	52	53	1.9%
		2002	6	175	181	3.3%
		2003	3	43	46	6.5%
		2004	0	171	171	0.0%
		2005	0	58	58	0.0%
		2006	1	166	167	0.6%
		2007	0	4	4	0.0%
	T Total		**28**	**1,252**	**1,280**	**2.2%**
MSA Total			**28**	**1,305**	**1,333**	**2.1%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
LMD	P	1984	0	1	1	0.0%
		1985	0	6	6	0.0%
		1986	7	22	29	24.1%
		1987	3	76	79	3.8%
		1988	0	1	1	0.0%
		1989	1	10	11	9.1%
		1990	2	19	21	9.5%
		1991	0	44	44	0.0%
		1992	1	33	34	2.9%
		1993	0	20	20	0.0%
		1994	0	5	5	0.0%
		1995	1	32	33	3.0%
		1996	0	54	54	0.0%
		1997	0	11	11	0.0%
		1998	0	4	4	0.0%
		1999	0	6	6	0.0%
		2000	0	3	3	0.0%
		2001	0	6	6	0.0%
		2002	0	22	22	0.0%
		2003	0	8	8	0.0%
		2004	0	32	32	0.0%
		2005	0	7	7	0.0%
		2006	0	44	44	0.0%
		2007	0	2	2	0.0%
	P Total		**15**	**468**	**483**	**3.1%**
	T	1984	0	1	1	0.0%
		1986	4	49	53	7.5%
		1987	2	46	48	4.2%
		1988	1	47	48	2.1%
		1989	0	79	79	0.0%
		1990	2	52	54	3.7%
		1991	0	59	59	0.0%
		1992	2	84	86	2.3%
		1993	4	137	141	2.8%
		1994	5	192	197	2.5%
		1995	3	315	318	0.9%
		1996	2	356	358	0.6%
		1997	0	592	592	0.0%
		1998	1	223	224	0.4%
		1999	2	558	560	0.4%
		2000	3	371	374	0.8%
		2001	3	467	470	0.6%
		2002	10	1,302	1,312	0.8%
		2003	1	451	452	0.2%
		2004	12	1,368	1,380	0.9%
		2005	2	312	314	0.6%
		2006	7	1,267	1,274	0.5%
		2007	2	90	92	2.2%
	T Total		**68**	**8,418**	**8,486**	**0.8%**
LMD Total			**83**	**8,886**	**8,969**	**0.9%**
Grand Total			**101,041**	**840,901**	**941,942**	**10.7%**

Table (a) (2)(i) Initial Test Results (Fleet Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD	**P**	1996	0	2	2	0.0%
		1997	1	41	42	2.4%
		1998	0	20	20	0.0%
		1999	0	111	111	0.0%
		2000	1	145	146	0.7%
		2001	1	55	56	1.8%
		2002	2	67	69	2.9%
		2003	0	9	9	0.0%
		2004	0	21	21	0.0%
		2005	3	108	111	2.7%
		2006	2	481	483	0.4%
		2007	0	49	49	0.0%
	P Total		**10**	**1,109**	**1,119**	**0.9%**
	T	1996	0	6	6	0.0%
		1997	0	29	29	0.0%
		1998	3	10	13	23.1%
		1999	2	114	116	1.7%
		2000	2	94	96	2.1%
		2001	2	104	106	1.9%
		2002	1	74	75	1.3%
		2003	1	15	16	6.3%
		2004	0	40	40	0.0%
		2005	0	13	13	0.0%
		2006	1	228	229	0.4%
		2007	0	22	22	0.0%
	T Total		**12**	**749**	**761**	**1.6%**
OBD Total			**22**	**1,858**	**1,880**	**1.2%**

Table (a) (2)(i) Initial Test Results (Fleet Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
PCTSI	**P**	1989	0	1	1	0.0%
		1992	0	3	3	0.0%
		1995	0	3	3	0.0%
		2001	0	1	1	0.0%
		2002	1	0	1	100.0%
		2006	1	5	6	16.7%
	P Total		**2**	**13**	**15**	**13.3%**
	T	1991	0	2	2	0.0%
		1992	0	1	1	0.0%
		1993	0	3	3	0.0%
		1994	0	1	1	0.0%
		1996	0	2	2	0.0%
		1997	0	1	1	0.0%
		1998	1	1	2	50.0%
		1999	2	20	22	9.1%
		2000	0	27	27	0.0%
		2001	0	13	13	0.0%
		2002	0	19	19	0.0%
		2003	0	7	7	0.0%
		2004	0	23	23	0.0%
		2005	1	4	5	20.0%
		2006	0	128	128	0.0%
		2007	0	6	6	0.0%
	T Total		**4**	**258**	**262**	**1.5%**
PCTSI Total			**6**	**271**	**277**	**2.2%**
Initial test totals (OBD & TSI)			**28**	**2,129**	**2,157**	**1.3%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD	P	1996	541	2,432	2,973	18%	81.8%
		1997	591	3,290	3,881	15%	84.8%
		1998	564	3,728	4,292	13%	86.9%
		1999	551	3,666	4,217	13%	86.9%
		2000	578	3,676	4,254	14%	86.4%
		2001	533	4,185	4,718	11%	88.7%
		2002	390	4,944	5,334	7%	92.7%
		2003	163	2,372	2,535	6%	93.6%
		2004	111	2,719	2,830	4%	96.1%
		2005	46	1,202	1,248	4%	96.3%
		2006	35	2,029	2,064	2%	98.3%
		2007	4	1,030	1,034	0%	99.6%
		2008	0	1	1	0%	100.0%
	P Total		4,107	35,274	39,381	10%	89.6%
	T	1996	332	1,433	1,765	19%	81.2%
		1997	413	1,958	2,371	17%	82.6%
		1998	365	2,452	2,817	13%	87.0%
		1999	315	2,354	2,669	12%	88.2%
		2000	329	2,243	2,572	13%	87.2%
		2001	357	2,938	3,295	11%	89.2%
		2002	349	4,143	4,492	8%	92.2%
		2003	153	2,059	2,212	7%	93.1%
		2004	146	3,315	3,461	4%	95.8%
		2005	50	1,362	1,412	4%	96.5%
		2006	32	1,902	1,934	2%	98.3%
		2007	7	889	896	1%	99.2%
	T Total		2,848	27,048	29,896	10%	90.5%
OBD Total			6,955	62,322	69,277	10%	90.0%

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
	P	1986	0	1	1	0%	100.0%
		1987	3	2	5	60%	40.0%
		1988	1	4	5	20%	80.0%
		1989	2	7	9	22%	77.8%
		1990	7	10	17	41%	58.8%
		1991	11	42	53	21%	79.2%
		1992	10	36	46	22%	78.3%
		1993	10	89	99	10%	89.9%
		1994	13	55	68	19%	80.9%
		1995	13	85	98	13%	86.7%
		1998	0	1	1	0%	100.0%
		1999	0	1	1	0%	100.0%
		2002	0	3	3	0%	100.0%
		2004	0	2	2	0%	100.0%
	P Total		70	338	408	17%	82.8%
	T	1986	26	51	77	34%	66.2%
		1987	22	53	75	29%	70.7%
		1988	21	47	68	31%	69.1%
		1989	18	58	76	24%	76.3%
		1990	9	32	41	22%	78.0%
		1991	14	22	36	39%	61.1%
		1992	14	32	46	30%	69.6%
		1993	20	63	83	24%	75.9%
		1994	38	122	160	24%	76.3%
		1995	48	184	232	21%	79.3%
		1996	19	74	93	20%	79.6%
		1997	15	91	106	14%	85.8%
		1998	7	77	84	8%	91.7%
		1999	15	89	104	14%	85.6%
		2000	8	93	101	8%	92.1%
		2001	7	137	144	5%	95.1%
		2002	9	267	276	3%	96.7%
		2003	2	123	125	2%	98.4%
		2004	1	188	189	1%	99.5%
		2005	0	22	22	0%	100.0%
		2006	3	41	44	7%	93.2%
		2007	1	4	5	20%	80.0%
	T Total		317	1,870	2,187	14%	85.5%
PCTSI Total			387	2,208	2,595	15%	85.1%

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
ASM	**P**	1981	0	1	1	0%	100.0%
		1982 *	0	0	0	—	—
		1983	1	0	1	100%	0.0%
		1984	0	2	2	0%	100.0%
		1985	4	6	10	40%	60.0%
		1986	104	182	286	36%	63.6%
		1987	166	264	430	39%	61.4%
		1988	145	242	387	37%	62.5%
		1989	159	329	488	33%	67.4%
		1990	225	390	615	37%	63.4%
		1991	254	478	732	35%	65.3%
		1992	328	598	926	35%	64.6%
		1993	318	731	1,049	30%	69.7%
		1994	273	834	1,107	25%	75.3%
		1995	336	952	1,288	26%	73.9%
		1996	1	2	3	33%	66.7%
		1997	8	3	11	73%	27.3%
		1998	0	1	1	0%	100.0%
		1999	1	0	1	100%	0.0%
		2000		3	3	0%	100.0%
		2001	1	2	3	33%	66.7%
		2002	1	2	3	33%	66.7%
		2003 *	0	0	0	—	—
		2004	1	0	1	100%	0.0%
	P Total		2,326	5,022	7,348	32%	68.3%
	T	1985	1	2	3	33%	66.7%
		1986	55	138	193	28%	71.5%
		1987	70	146	216	32%	67.6%
		1988	75	225	300	25%	75.0%
		1989	71	229	300	24%	76.3%
		1990	58	187	245	24%	76.3%
		1991	35	145	180	19%	80.6%
		1992	44	227	271	16%	83.8%
		1993	59	306	365	16%	83.8%
		1994	62	446	508	12%	87.8%
		1995	66	512	578	11%	88.6%
		1996	2	4	6	33%	66.7%
		1997	2	3	5	40%	60.0%
		1998	2	1	3	67%	33.3%
		1999	1	0	1	100%	0.0%
		2002	0	1	1	0%	100.0%
	T Total		603	2,572	3,175	19%	81.0%

* No cars of this MY were tested therefore, the percentage can not be calculated.

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
OBD	P	1996	131	339	470	27.9%	72.1%
		1997	146	354	500	29.2%	70.8%
		1998	139	392	531	26.2%	73.8%
		1999	100	345	445	22.5%	77.5%
		2000	138	406	544	25.4%	74.6%
		2001	74	327	401	18.5%	81.5%
		2002	57	248	305	18.7%	81.3%
		2003	17	112	129	13.2%	86.8%
		2004	11	68	79	13.9%	86.1%
		2005	6	36	42	14.3%	85.7%
		2006	3	23	26	11.5%	88.5%
		2007	1	4	5	20.0%	80.0%
	P Total		823	2,654	3,477	23.7%	76.3%
	T	1996	99	210	309	32.0%	68.0%
		1997	110	258	368	29.9%	70.1%
		1998	80	246	326	24.5%	75.5%
		1999	70	228	298	23.5%	76.5%
		2000	61	224	285	21.4%	78.6%
		2001	69	249	318	21.7%	78.3%
		2002	57	234	291	19.6%	80.4%
		2003	15	109	124	12.1%	87.9%
		2004	11	107	118	9.3%	90.7%
		2005	5	40	45	11.1%	88.9%
		2006	2	20	22	9.1%	90.9%
		2007	1	5	6	16.7%	83.3%
	T Total		580	1,930	2,510	23.1%	76.9%
OBD Total			1,403	4,584	5,987	23.4%	76.6%

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
PCTSI	**P**	1987	2	3	5	40.0%	60.0%
		1988	2	2	4	50.0%	50.0%
		1989	1	2	3	33.3%	66.7%
		1990	0	6	6	0.0%	100.0%
		1991	3	11	14	21.4%	78.6%
		1992	8	6	14	57.1%	42.9%
		1993	8	9	17	47.1%	52.9%
		1994	6	11	17	35.3%	64.7%
		1995	2	13	15	13.3%	86.7%
		1997	1	1	2	50.0%	50.0%
		2003	2	0	2	100.0%	0.0%
	P Total		35	64	99	35.4%	64.6%
	T	1986	16	18	34	47.1%	52.9%
		1987	10	14	24	41.7%	58.3%
		1988	19	14	33	57.6%	42.4%
		1989	7	16	23	30.4%	69.6%
		1990	5	11	16	31.3%	68.8%
		1991	6	7	13	46.2%	53.8%
		1992	9	7	16	56.3%	43.8%
		1993	5	14	19	26.3%	73.7%
		1994	16	31	47	34.0%	66.0%
		1995	23	47	70	32.9%	67.1%
		1996	10	21	31	32.3%	67.7%
		1997	6	13	19	31.6%	68.4%
		1998	2	2	4	50.0%	50.0%
		1999	6	7	13	46.2%	53.8%
		2000	1	4	5	20.0%	80.0%
		2001	1	6	7	14.3%	85.7%
		2002	0	8	8	0.0%	100.0%
		2003	0	1	1	0.0%	100.0%
		2004	0	1	1	0.0%	100.0%
		2006	0	3	3	0.0%	100.0%
	T Total		142	245	387	36.7%	63.3%
PCTSI Total			177	309	486	36.4%	63.6%

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
ASM	P	1983	0	1	1	0.0%	100.0%
		1985	3	3	6	50.0%	50.0%
		1986	57	55	112	50.9%	49.1%
		1987	99	115	214	46.3%	53.7%
		1988	116	108	224	51.8%	48.2%
		1989	98	109	207	47.3%	52.7%
		1990	174	148	322	54.0%	46.0%
		1991	141	162	303	46.5%	53.5%
		1992	256	245	501	51.1%	48.9%
		1993	215	191	406	53.0%	47.0%
		1994	188	184	372	50.5%	49.5%
		1995	228	239	467	48.8%	51.2%
		1996	0	1	1	0.0%	100.0%
		1997	6	4	10	60.0%	40.0%
		1998	1	0	1	100.0%	0.0%
		1999	4	2	6	66.7%	33.3%
		2001	1	1	2	50.0%	50.0%
		2002	0	1	1	0.0%	100.0%
		2004	2	0	2	100.0%	0.0%
	P Total		1,589	1,569	3,158	50.3%	49.7%
	T	1985	4	3	7	57.1%	42.9%
		1986	35	41	76	46.1%	53.9%
		1987	46	64	110	41.8%	58.2%
		1988	38	50	88	43.2%	56.8%
		1989	43	48	91	47.3%	52.7%
		1990	34	43	77	44.2%	55.8%
		1991	24	28	52	46.2%	53.8%
		1992	24	37	61	39.3%	60.7%
		1993	43	41	84	51.2%	48.8%
		1994	38	54	92	41.3%	58.7%
		1995	35	43	78	44.9%	55.1%
		1996	3	2	5	60.0%	40.0%
		1997	5	2	7	71.4%	28.6%
		1998	1	2	3	33.3%	66.7%
		1999	1	0	1	100.0%	0.0%
		2000	1	2	3	33.3%	66.7%
		2002	1	1	2	50.0%	50.0%
	T Total		408	555	963	42.4%	57.6%
ASM Total			2,230	2,560	4,790	46.6%	53.4%

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
MSA	**T**	1993	0	1	1	0.0%	100.0%
		1998	0	2	2	0.0%	100.0%
		2000	1	1	2	50.0%	50.0%
	T Total		1	4	5	20.0%	80.0%
MSA Total			1	4	5	20.0%	80.0%
LMD	**P**	1986	0	1	1	0.0%	100.0%
		1987	1	1	2	50.0%	50.0%
		1995	0	1	1	0.0%	100.0%
	P Total		1	3	4	25.0%	75.0%
	T	1986	0	2	2	0.0%	100.0%
		1987	0	1	1	0.0%	100.0%
		1989	0	1	1	0.0%	100.0%
		1994	0	1	1	0.0%	100.0%
		2001	0	1	1	0.0%	100.0%
		2006	0	1	1	0.0%	100.0%
	T Total		0	7	7	0.0%	100.0%
LMD Total			1	10	11	9.1%	90.9%
Grand Total			3,547	6,937	10,484	33.8%	66.2%

Table (a)(2)(v) Waivers Issued			
Model Year	**Passenger Car (P)**	**Truck (T)**	**Grand Total**
1986	5	1	**6**
1987	4	0	**4**
1988	3	0	**3**
1989	4	1	**5**
1990	1	2	**3**
1991	4	1	**5**
1992	8	1	**9**
1993	6	0	**6**
1994	5	3	**8**
1995	6	3	**9**
1996	34	7	**41**
1997	22	17	**39**
1998	34	18	**52**
1999	40	17	**57**
2000	41	17	**58**
2001	57	35	**92**
2002	26	12	**38**
2003	12	7	**19**
2004	7	6	**13**
2005	1	2	**3**
2006	0	0	0
Total	**320**	**150**	**470**

Table (a) (2)(vi). Vehicles with No Final Pass								
Vehicle Type	**Model Year**	**# of Initial Tests**	**Fail Initial Test**	**Pass 1st Retest**	**Pass 2nd+ Retest**	**Pass/Fail Total 2010**	**# That do not Pass ***	**% No Final Pass ***
P	1981	1	1	1	0	1	0	0.0%
	1982	1	0	0	0	0	0	0.0%
	1983	1	0	0	1	1	-1	-100.0%
	1984	9	4	2	0	2	2	22.2%
	1985	32	7	6	3	9	-2	-6.3%
	1986	1,787	369	186	56	242	127	7.1%
	1987	2,866	527	270	119	389	138	4.8%
	1988	2,998	477	246	110	356	121	4.0%
	1989	3,989	590	336	111	447	143	3.6%
	1990	5,168	789	400	154	554	235	4.5%
	1991	6,168	932	520	173	693	239	3.9%
	1992	8,464	1,233	636	251	887	346	4.1%
	1993	11,511	1,380	820	200	1,020	360	3.1%
	1994	14,664	1,437	889	195	1,084	353	2.4%
	1995	19,844	1,742	1,037	253	1,290	452	2.3%
	1996	21,233	3,866	2,434	340	2,774	1,092	5.1%
	1997	27,454	5,083	3,293	359	3,652	1,431	5.2%
	1998	33,623	5,394	3,730	392	4,122	1,272	3.8%
	1999	35,227	5,420	3,667	347	4,014	1,406	4.0%
	2000	28,667	5,166	3,679	406	4,085	1,081	3.8%
	2001	29,477	5,399	4,187	328	4,515	884	3.0%
	2002	73,803	7,055	4,949	249	5,198	1,857	2.5%
	2003	27,347	2,897	2,372	112	2,484	413	1.5%
	2004	69,508	3,686	2,721	68	2,789	897	1.3%
	2005	22,321	1,470	1,202	36	1,238	232	1.0%
	2006	71,009	2,663	2,029	23	2,052	611	0.9%
	2007	17,361	1,196	1,030	4	1,034	162	0.9%
	2008	5	1	1	0	1	0	0.0%
P Total		**534,538**	**58,784**	**40,643**	**4,290**	**44,933**	**13,851**	**2.6%**

Table (a) (2)(vi). Vehicles with No Final Pass								
Vehicle Type	**Model Year**	**# of Initial Tests**	**Fail Initial Test**	**Pass 1st Retest**	**Pass 2nd+ Retest**	**Pass/Fail Total 2010**	**# That do not Pass ***	**% No Final Pass ***
T	1983	1	0	0	0	0	0	0.0%
	1984	2	0	0	0	0	0	0.0%
	1985	12	4	2	3	5	-1	-8.3%
	1986	1,293	331	190	61	251	80	6.2%
	1987	1,777	335	200	79	279	56	3.2%
	1988	2,685	439	273	64	337	102	3.8%
	1989	2,863	437	287	65	352	85	3.0%
	1990	2,416	350	220	54	274	76	3.1%
	1991	2,390	264	167	35	202	62	2.6%
	1992	3,371	381	261	44	305	76	2.3%
	1993	5,422	522	371	56	427	95	1.8%
	1994	8,943	781	574	86	660	121	1.4%
	1995	11,757	900	697	90	787	113	1.0%
	1996	12,357	2,305	1,514	233	1,747	558	4.5%
	1997	17,762	3,166	2,053	273	2,326	840	4.7%
	1998	21,711	3,535	2,533	252	2,785	750	3.5%
	1999	23,654	3,465	2,446	235	2,681	784	3.3%
	2000	19,626	3,157	2,340	231	2,571	586	3.0%
	2001	20,066	3,741	3,077	256	3,333	408	2.0%
	2002	54,740	5,827	4,421	243	4,664	1,163	2.1%
	2003	23,036	2,604	2,186	110	2,296	308	1.3%
	2004	74,871	4,488	3,510	108	3,618	870	1.2%
	2005	21,055	1,647	1,387	40	1,427	220	1.0%
	2006	62,553	2,526	1,948	24	1,972	554	0.9%
	2007	13,041	1,052	894	5	899	153	1.2%
T Total		**407,404**	**42,257**	**31,551**	**2,647**	**34,198**	**8,059**	**2.0%**
Grand Total		**941,942**	**101,041**	**72,194**	**6,937**	**79,131**	**21,910**	**2.3%**

* These are the totals for 2010. Some of the vehicles passed in 2010 after failing their initial test in 2009, producing negative the values in these columns.

Table (a) (2)(xi, xii). Passing and Failing OBD Tests (Network Tests)					
Vehicle Type	**Model Year**	**Fail OBD**	**Pass OBD**	**Grand Total**	**% Fail**
P	1996	4,538	20,075	24,613	18.4%
	1997	5,820	25,995	31,815	18.3%
	1998	6,097	32,339	38,436	15.9%
	1999	6,070	33,799	39,869	15.2%
	2000	5,882	27,572	33,454	17.6%
	2001	6,006	28,576	34,582	17.4%
	2002	7,500	71,878	79,378	9.4%
	2003	3,077	26,913	29,990	10.3%
	2004	3,806	68,532	72,338	5.3%
	2005	1,522	22,068	23,590	6.5%
	2006	2,701	70,310	73,011	3.7%
	2007	1,201	17,193	18,394	6.5%
	2008	1	5	6	16.7%
P Total		**54,221**	**445,256**	**499,477**	**10.9%**
T	1996	2,620	10,625	13,245	19.8%
	1997	3,575	14,961	18,536	19.3%
	1998	3,882	19,691	23,573	16.5%
	1999	3,741	20,767	24,508	15.3%
	2000	3,436	17,266	20,702	16.6%
	2001	4,025	17,611	21,636	18.6%
	2002	5,934	48,596	54,530	10.9%
	2003	2,640	20,722	23,362	11.3%
	2004	4,436	67,968	72,404	6.1%
	2005	1,675	19,489	21,164	7.9%
	2006	2,506	56,769	59,275	4.2%
	2007	1,051	12,487	13,538	7.8%
T Total		**39,521**	**326,952**	**366,473**	**10.8%**
Grand Total		**93,742**	**772,208**	**865,950**	**10.8%**

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On (Network Tests)

		MIL Command On Result (#)				
Vehicle Type	**Model Year**	**MIL Not Commanded-On**	**No Communication**	**MIL Commanded-On with codes**	**MIL Commanded-On without codes**	**Total**
P	1996	21,114	286	3,195	18	24,613
	1997	27,676	336	3,784	19	31,815
	1998	34,099	267	4,050	20	38,436
	1999	35,578	294	3,973	24	39,869
	2000	29,161	377	3,894	22	33,454
	2001	30,764	262	3,533	23	34,582
	2002	74,585	312	4,434	47	79,378
	2003	28,073	124	1,775	18	29,990
	2004	70,050	233	2,036	19	72,338
	2005	22,799	112	673	6	23,590
	2006	71,331	710	964	6	73,011
	2007	18,058	267	69	0	18,394
	2008	6	0	0	0	6
P Total		**463,295**	**3,580**	**32,380**	**222**	**499,477**
T	1996	11,361	109	1,763	12	13,245
	1997	16,072	133	2,322	9	18,536
	1998	20,967	186	2,420	0	23,573
	1999	21,859	390	2,233	26	24,508
	2000	18,248	405	2,035	14	20,702
	2001	19,008	312	2,295	21	21,636
	2002	50,631	515	3,354	30	54,530
	2003	21,504	304	1,530	24	23,362
	2004	69,401	802	2,172	29	72,404
	2005	20,158	249	745	12	21,164
	2006	57,728	652	886	9	59,275
	2007	13,314	149	70	5	13,538
T Total		**340,251**	**4,206**	**21,825**	**191**	**366,473**
Grand Total		**803,546**	**7,786**	**54,205**	**413**	**865,950**

Table (a) (2) (xix, xxi, xxii). # and % Fail for MIL Commanded On

		MIL Command On Result (%)			
Vehicle Type	Model Year	MIL Not Commanded-On	No Communication	MIL Commanded-On with codes	MIL Commanded-On without codes
P	1996	85.78%	1.16%	12.98%	0.07%
	1997	86.99%	1.06%	11.89%	0.06%
	1998	88.72%	0.69%	10.54%	0.05%
	1999	89.24%	0.74%	9.97%	0.06%
	2000	87.17%	1.13%	11.64%	0.07%
	2001	88.96%	0.76%	10.22%	0.07%
	2002	93.96%	0.39%	5.59%	0.06%
	2003	93.61%	0.41%	5.92%	0.06%
	2004	96.84%	0.32%	2.81%	0.03%
	2005	96.65%	0.47%	2.85%	0.03%
	2006	97.70%	0.97%	1.32%	0.01%
	2007	98.17%	1.45%	0.38%	0.00%
	2008	100.00%	0.00%	0.00%	0.00%
P Total		**92.76%**	**0.72%**	**6.48%**	**0.04%**
T	1996	85.78%	0.82%	13.31%	0.09%
	1997	86.71%	0.72%	12.53%	0.05%
	1998	88.94%	0.79%	10.27%	0.00%
	1999	89.19%	1.59%	9.11%	0.11%
	2000	88.15%	1.96%	9.83%	0.07%
	2001	87.85%	1.44%	10.61%	0.10%
	2002	92.85%	0.94%	6.15%	0.06%
	2003	95.85%	1.11%	3.00%	0.04%
	2004	95.25%	1.18%	3.52%	0.06%
	2005	98.35%	1.10%	0.52%	0.04%
	2006	92.84%	1.15%	5.96%	0.05%
T Total		**92.84%**	**1.15%**	**5.96%**	**0.05%**
Grand Total		**92.79%**	**0.90%**	**6.26%**	**0.05%**

Table (a) (2)(xxiii). # and % Not Ready (Network Tests)						
Vehicle Type	**Model Year**	**Fail Readiness**	**Exempted from Readiness**	**Pass Readiness**	**Total**	**% Fail Readiness**
P	1996	1,207	5,985	17,135	24,613	4.9%
	1997	2,287	2,139	27,053	31,815	7.2%
	1998	2,184	2,602	33,383	38,436	5.7%
	1999	2,293	495	36,787	39,869	5.8%
	2000	2,108	656	30,313	33,454	6.3%
	2001	2,786	574	30,960	34,582	8.1%
	2002	3,223	5	75,838	79,378	4.1%
	2003	1,414	1,762	26,690	29,990	4.7%
	2004	1,748	0	70,357	72,338	2.4%
	2005	822	0	22,656	23,590	3.5%
	2006	1,362	0	70,939	73,011	1.9%
	2007	1,055	0	17,072	18,394	5.7%
	2008	1	0	5	6	16.7%
P Total		22,490	14,218	459,189	499,477	**4.5%**
T	1996	887	1,195	11,054	13,245	6.7%
	1997	1,382	793	16,228	18,536	7.5%
	1998	1,482	677	21,228	23,573	6.3%
	1999	1,418	463	22,237	24,508	5.8%
	2000	1,196	38	19,063	20,702	5.8%
	2001	1,808	1,752	17,764	21,636	8.4%
	2002	2,496	475	51,044	54,530	4.6%
	2003	966	2,653	19,439	23,362	4.1%
	2004	1,707	154	69,741	72,404	2.4%
	2005	795	106	20,014	21,164	3.8%
	2006	1,174	242	57,207	59,275	2.0%
	2007	913	13	12,463	13,538	6.7%
T Total		16,224	8,561	337,482	366,473	**4.4%**
Grand Total		38,714	22,779	796,671	865,950	**4.5%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000014	1986	2	4	6	33.3%
	1987	0	5	5	0.0%
	1988	0	2	2	0.0%
	1989	0	4	4	0.0%
	1990	1	5	6	16.7%
	1991	2	1	3	66.7%
	1992	3	10	13	23.1%
	1993	2	9	11	18.2%
	1994	0	18	18	0.0%
	1995	0	20	20	0.0%
	1996	7	18	25	28.0%
	1997	2	30	32	6.3%
	1998	6	37	43	14.0%
	1999	5	37	42	11.9%
	2000	10	35	45	22.2%
	2001	7	29	36	19.4%
	2002	13	101	114	11.4%
	2003	6	45	51	11.8%
	2004	6	131	137	4.4%
	2005	5	48	53	9.4%
	2006	7	151	158	4.4%
	2007	4	41	45	8.9%
ST0000014 Total		88	781	869	10.1%
ST0000020	1986	4	13	17	23.5%
	1987	8	28	36	22.2%
	1988	9	23	32	28.1%
	1989	10	30	40	25.0%
	1990	7	20	27	25.9%
	1991	6	40	46	13.0%
	1992	8	54	62	12.9%
	1993	14	87	101	13.9%
	1994	17	123	140	12.1%
	1995	21	156	177	11.9%
	1996	34	143	177	19.2%
	1997	48	196	244	19.7%
	1998	50	257	307	16.3%
	1999	56	298	354	15.8%
	2000	56	263	319	17.6%
	2001	78	285	363	21.5%
	2002	87	598	685	12.7%
	2003	45	278	323	13.9%
	2004	86	824	910	9.5%
	2005	31	321	352	8.8%
	2006	47	847	894	5.3%
	2007	13	281	294	4.4%
ST0000020 Total		735	5,165	5,900	12.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000023	1984	0	1	1	0.0%
	1985	1	0	1	100.0%
	1986	2	12	14	14.3%
	1987	5	13	18	27.8%
	1988	9	15	24	37.5%
	1989	4	27	31	12.9%
	1990	7	32	39	17.9%
	1991	6	56	62	9.7%
	1992	12	52	64	18.8%
	1993	16	84	100	16.0%
	1994	13	136	149	8.7%
	1995	16	185	201	8.0%
	1996	50	150	200	25.0%
	1997	55	238	293	18.8%
	1998	67	279	346	19.4%
	1999	52	267	319	16.3%
	2000	46	196	242	19.0%
	2001	60	195	255	23.5%
	2002	77	642	719	10.7%
	2003	26	220	246	10.6%
	2004	58	735	793	7.3%
	2005	21	218	239	8.8%
	2006	43	690	733	5.9%
	2007	23	122	145	15.9%
ST0000023 Total		669	4,565	5,234	12.8%
ST0000034	1986	2	9	11	18.2%
	1987	4	9	13	30.8%
	1988	4	16	20	20.0%
	1989	6	18	24	25.0%
	1990	1	19	20	5.0%
	1991	1	27	28	3.6%
	1992	5	29	34	14.7%
	1993	2	33	35	5.7%
	1994	7	64	71	9.9%
	1995	8	84	92	8.7%
	1996	24	94	118	20.3%
	1997	24	143	167	14.4%
	1998	31	153	184	16.8%
	1999	17	197	214	7.9%
	2000	31	121	152	20.4%
	2001	31	165	196	15.8%
	2002	43	503	546	7.9%
	2003	21	182	203	10.3%
	2004	34	642	676	5.0%
	2005	10	177	187	5.3%
	2006	23	594	617	3.7%
	2007	12	154	166	7.2%
ST0000034 Total		341	3,433	3,774	9.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000036	1986	1	5	6	16.7%
	1987	3	4	7	42.9%
	1988	0	10	10	0.0%
	1989	0	3	3	0.0%
	1990	2	16	18	11.1%
	1991	7	10	17	41.2%
	1992	0	19	19	0.0%
	1993	2	20	22	9.1%
	1994	3	25	28	10.7%
	1995	1	33	34	2.9%
	1996	5	40	45	11.1%
	1997	3	60	63	4.8%
	1998	8	61	69	11.6%
	1999	10	85	95	10.5%
	2000	9	72	81	11.1%
	2001	7	80	87	8.0%
	2002	11	263	274	4.0%
	2003	6	95	101	5.9%
	2004	18	358	376	4.8%
	2005	13	116	129	10.1%
	2006	25	396	421	5.9%
	2007	25	168	193	13.0%
ST0000036 Total		159	1,939	2,098	7.6%
ST0000065	1986	1	4	5	20.0%
	1987	0	8	8	0.0%
	1988	0	5	5	0.0%
	1989	4	8	12	33.3%
	1990	2	10	12	16.7%
	1991	2	5	7	28.6%
	1992	0	13	13	0.0%
	1993	2	17	19	10.5%
	1994	4	16	20	20.0%
	1995	3	30	33	9.1%
	1996	2	35	37	5.4%
	1997	3	54	57	5.3%
	1998	8	50	58	13.8%
	1999	7	81	88	8.0%
	2000	10	57	67	14.9%
	2001	11	73	84	13.1%
	2002	18	254	272	6.6%
	2003	10	87	97	10.3%
	2004	14	304	318	4.4%
	2005	11	102	113	9.7%
	2006	39	386	425	9.2%
	2007	36	224	260	13.8%
ST0000065 Total		187	1,823	2,010	9.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000107	1983	0	1	1	0.0%
	1986	3	19	22	13.6%
	1987	6	17	23	26.1%
	1988	6	24	30	20.0%
	1989	8	33	41	19.5%
	1990	8	35	43	18.6%
	1991	4	27	31	12.9%
	1992	5	46	51	9.8%
	1993	7	75	82	8.5%
	1994	10	102	112	8.9%
	1995	13	122	135	9.6%
	1996	26	136	162	16.0%
	1997	37	183	220	16.8%
	1998	49	210	259	18.9%
	1999	57	278	335	17.0%
	2000	37	177	214	17.3%
	2001	35	233	268	13.1%
	2002	60	575	635	9.4%
	2003	32	215	247	13.0%
	2004	45	732	777	5.8%
	2005	19	213	232	8.2%
	2006	31	655	686	4.5%
	2007	10	218	228	4.4%
ST0000107 Total		508	4,326	4,834	10.5%
ST0000112	1986	1	9	10	10.0%
	1987	2	18	20	10.0%
	1988	4	20	24	16.7%
	1989	7	27	34	20.6%
	1990	7	27	34	20.6%
	1991	8	44	52	15.4%
	1992	8	37	45	17.8%
	1993	9	55	64	14.1%
	1994	7	87	94	7.4%
	1995	8	120	128	6.3%
	1996	15	104	119	12.6%
	1997	19	134	153	12.4%
	1998	30	204	234	12.8%
	1999	25	187	212	11.8%
	2000	26	145	171	15.2%
	2001	28	147	175	16.0%
	2002	38	490	528	7.2%
	2003	22	197	219	10.0%
	2004	23	593	616	3.7%
	2005	14	158	172	8.1%
	2006	17	512	529	3.2%
	2007	1	103	104	1.0%
ST0000112 Total		319	3,418	3,737	8.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000120	1986	1	11	12	8.3%
	1987	2	14	16	12.5%
	1988	5	9	14	35.7%
	1989	2	18	20	10.0%
	1990	4	18	22	18.2%
	1991	5	32	37	13.5%
	1992	4	40	44	9.1%
	1993	7	59	66	10.6%
	1994	8	87	95	8.4%
	1995	15	101	116	12.9%
	1996	15	101	116	12.9%
	1997	23	145	168	13.7%
	1998	41	164	205	20.0%
	1999	34	186	220	15.5%
	2000	31	209	240	12.9%
	2001	46	194	240	19.2%
	2002	60	405	465	12.9%
	2003	11	206	217	5.1%
	2004	36	504	540	6.7%
	2005	14	184	198	7.1%
	2006	31	561	592	5.2%
	2007	36	354	390	9.2%
ST0000120 Total		431	3,602	4,033	10.7%
ST0000125	1986	2	4	6	33.3%
	1987	3	10	13	23.1%
	1988	5	10	15	33.3%
	1989	2	21	23	8.7%
	1990	1	8	9	11.1%
	1991	4	8	12	33.3%
	1992	1	17	18	5.6%
	1993	2	25	27	7.4%
	1994	4	36	40	10.0%
	1995	6	59	65	9.2%
	1996	4	45	49	8.2%
	1997	11	79	90	12.2%
	1998	16	62	78	20.5%
	1999	16	92	108	14.8%
	2000	9	76	85	10.6%
	2001	21	89	110	19.1%
	2002	16	211	227	7.0%
	2003	8	100	108	7.4%
	2004	13	246	259	5.0%
	2005	7	88	95	7.4%
	2006	7	284	291	2.4%
	2007	3	38	41	7.3%
ST0000125 Total		161	1,608	1,769	9.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000129	1986	6	20	26	23.1%
	1987	8	27	35	22.9%
	1988	11	31	42	26.2%
	1989	8	45	53	15.1%
	1990	12	50	62	19.4%
	1991	4	54	58	6.9%
	1992	8	75	83	9.6%
	1993	6	111	117	5.1%
	1994	12	122	134	9.0%
	1995	16	202	218	7.3%
	1996	33	201	234	14.1%
	1997	43	284	327	13.1%
	1998	52	351	403	12.9%
	1999	69	413	482	14.3%
	2000	50	301	351	14.2%
	2001	52	323	375	13.9%
	2002	100	1,046	1,146	8.7%
	2003	36	394	430	8.4%
	2004	75	1,220	1,295	5.8%
	2005	21	318	339	6.2%
	2006	41	1,068	1,109	3.7%
	2007	5	175	180	2.8%
ST0000129 Total		668	6,831	7,499	8.9%
ST0000132	1986	1	2	3	33.3%
	1987	0	8	8	0.0%
	1988	0	3	3	0.0%
	1989	2	11	13	15.4%
	1990	2	22	24	8.3%
	1991	3	17	20	15.0%
	1992	0	15	15	0.0%
	1993	4	27	31	12.9%
	1994	2	50	52	3.8%
	1995	7	51	58	12.1%
	1996	7	65	72	9.7%
	1997	16	51	67	23.9%
	1998	12	109	121	9.9%
	1999	8	92	100	8.0%
	2000	9	56	65	13.8%
	2001	12	79	91	13.2%
	2002	17	272	289	5.9%
	2003	8	96	104	7.7%
	2004	14	435	449	3.1%
	2005	5	119	124	4.0%
	2006	11	460	471	2.3%
	2007	4	94	98	4.1%
ST0000132 Total		144	2,134	2,278	6.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000171	1984	0	1	1	0.0%
	1986	6	10	16	37.5%
	1987	2	13	15	13.3%
	1988	4	12	16	25.0%
	1989	2	20	22	9.1%
	1990	2	23	25	8.0%
	1991	3	39	42	7.1%
	1992	3	33	36	8.3%
	1993	2	47	49	4.1%
	1994	2	55	57	3.5%
	1995	4	66	70	5.7%
	1996	9	81	90	10.0%
	1997	8	123	131	6.1%
	1998	13	157	170	7.6%
	1999	17	211	228	7.5%
	2000	25	135	160	15.6%
	2001	20	169	189	10.6%
	2002	47	681	728	6.5%
	2003	11	187	198	5.6%
	2004	22	899	921	2.4%
	2005	8	190	198	4.0%
	2006	18	849	867	2.1%
	2007	8	150	158	5.1%
ST0000171 Total		236	4,151	4,387	5.4%
ST0000193	1985	0	1	1	0.0%
	1986	5	15	20	25.0%
	1987	6	17	23	26.1%
	1988	4	31	35	11.4%
	1989	6	40	46	13.0%
	1990	4	45	49	8.2%
	1991	7	41	48	14.6%
	1992	4	63	67	6.0%
	1993	14	121	135	10.4%
	1994	17	133	150	11.3%
	1995	9	166	175	5.1%
	1996	34	161	195	17.4%
	1997	56	219	275	20.4%
	1998	39	320	359	10.9%
	1999	43	304	347	12.4%
	2000	48	229	277	17.3%
	2001	61	223	284	21.5%
	2002	86	884	970	8.9%
	2003	35	291	326	10.7%
	2004	44	1,107	1,151	3.8%
	2005	24	313	337	7.1%
	2006	54	1,121	1,175	4.6%
	2007	67	409	476	14.1%
ST0000193 Total		667	6,254	6,921	9.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000229	1986	0	1	1	0.0%
	1987	1	1	2	50.0%
	1988	0	1	1	0.0%
	1989	2	2	4	50.0%
	1990	0	5	5	0.0%
	1991	0	7	7	0.0%
	1992	1	4	5	20.0%
	1993	2	3	5	40.0%
	1994	0	8	8	0.0%
	1995	0	13	13	0.0%
	1996	5	19	24	20.8%
	1997	5	34	39	12.8%
	1998	1	45	46	2.2%
	1999	9	33	42	21.4%
	2000	5	25	30	16.7%
	2001	2	38	40	5.0%
	2002	6	110	116	5.2%
	2003	3	51	54	5.6%
	2004	2	180	182	1.1%
	2005	2	79	81	2.5%
	2006	6	188	194	3.1%
	2007	14	103	117	12.0%
ST0000229 Total		66	950	1,016	6.5%
ST0000315	1986	8	8	16	50.0%
	1987	8	12	20	40.0%
	1988	4	13	17	23.5%
	1989	5	25	30	16.7%
	1990	3	27	30	10.0%
	1991	6	31	37	16.2%
	1992	8	63	71	11.3%
	1993	15	71	86	17.4%
	1994	10	103	113	8.8%
	1995	11	140	151	7.3%
	1996	34	109	143	23.8%
	1997	46	144	190	24.2%
	1998	46	167	213	21.6%
	1999	45	167	212	21.2%
	2000	47	128	175	26.9%
	2001	42	126	168	25.0%
	2002	41	320	361	11.4%
	2003	17	128	145	11.7%
	2004	33	365	398	8.3%
	2005	10	82	92	10.9%
	2006	7	282	289	2.4%
	2007	0	23	23	0.0%
ST0000315 Total		446	2,534	2,980	15.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000326	1986	4	12	16	25.0%
	1987	3	13	16	18.8%
	1988	6	24	30	20.0%
	1989	8	28	36	22.2%
	1990	5	31	36	13.9%
	1991	4	30	34	11.8%
	1992	8	69	77	10.4%
	1993	13	89	102	12.7%
	1994	18	115	133	13.5%
	1995	19	179	198	9.6%
	1996	31	169	200	15.5%
	1997	44	265	309	14.2%
	1998	64	278	342	18.7%
	1999	51	291	342	14.9%
	2000	38	241	279	13.6%
	2001	49	266	315	15.6%
	2002	68	743	811	8.4%
	2003	34	284	318	10.7%
	2004	45	845	890	5.1%
	2005	14	244	258	5.4%
	2006	23	717	740	3.1%
	2007	8	92	100	8.0%
ST0000326 Total		557	5,025	5,582	10.0%
ST0000328	1986	4	16	20	20.0%
	1987	4	13	17	23.5%
	1988	5	33	38	13.2%
	1989	7	32	39	17.9%
	1990	3	43	46	6.5%
	1991	6	34	40	15.0%
	1992	6	53	59	10.2%
	1993	5	71	76	6.6%
	1994	8	128	136	5.9%
	1995	7	142	149	4.7%
	1996	42	197	239	17.6%
	1997	40	217	257	15.6%
	1998	50	253	303	16.5%
	1999	49	259	308	15.9%
	2000	56	220	276	20.3%
	2001	67	219	286	23.4%
	2002	76	597	673	11.3%
	2003	35	240	275	12.7%
	2004	54	688	742	7.3%
	2005	19	191	210	9.0%
	2006	36	595	631	5.7%
	2007	2	42	44	4.5%
ST0000328 Total		581	4,283	4,864	11.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000329	1986	1	1	2	50.0%
	1987	1	2	3	33.3%
	1988	2	3	5	40.0%
	1989	2	9	11	18.2%
	1990	1	2	3	33.3%
	1991	4	10	14	28.6%
	1992	1	14	15	6.7%
	1993	4	17	21	19.0%
	1994	3	29	32	9.4%
	1995	9	48	57	15.8%
	1996	11	55	66	16.7%
	1997	20	88	108	18.5%
	1998	15	119	134	11.2%
	1999	22	137	159	13.8%
	2000	21	103	124	16.9%
	2001	23	110	133	17.3%
	2002	32	297	329	9.7%
	2003	9	158	167	5.4%
	2004	20	433	453	4.4%
	2005	11	150	161	6.8%
	2006	19	482	501	3.8%
	2007	8	115	123	6.5%
ST0000329 Total		239	2,382	2,621	9.1%
ST0000359	1986	5	4	9	55.6%
	1987	5	11	16	31.3%
	1988	4	15	19	21.1%
	1989	3	18	21	14.3%
	1990	2	22	24	8.3%
	1991	0	15	15	0.0%
	1992	4	35	39	10.3%
	1993	6	46	52	11.5%
	1994	4	57	61	6.6%
	1995	6	88	94	6.4%
	1996	18	91	109	16.5%
	1997	18	133	151	11.9%
	1998	16	149	165	9.7%
	1999	21	156	177	11.9%
	2000	18	150	168	10.7%
	2001	20	132	152	13.2%
	2002	41	426	467	8.8%
	2003	13	144	157	8.3%
	2004	23	556	579	4.0%
	2005	7	150	157	4.5%
	2006	16	517	533	3.0%
	2007	8	98	106	7.5%
ST0000359 Total		258	3,013	3,271	7.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000373	1991	1	0	1	100.0%
	1992	0	2	2	0.0%
	1993	0	3	3	0.0%
	1994	1	10	11	9.1%
	1995	0	5	5	0.0%
	1996	1	8	9	11.1%
	1997	0	5	5	0.0%
	1998	3	9	12	25.0%
	1999	1	13	14	7.1%
	2000	3	9	12	25.0%
	2001	1	11	12	8.3%
	2002	4	28	32	12.5%
	2003	0	11	11	0.0%
	2004	4	51	55	7.3%
	2005	0	15	15	0.0%
	2006	2	54	56	3.6%
	2007	0	7	7	0.0%
ST0000373 Total		21	241	262	8.0%
ST0000375	1987	1	3	4	25.0%
	1988	1	2	3	33.3%
	1989	0	3	3	0.0%
	1991	0	2	2	0.0%
	1992	1	4	5	20.0%
	1993	0	6	6	0.0%
	1994	0	7	7	0.0%
	1995	1	7	8	12.5%
	1996	1	10	11	9.1%
	1997	3	8	11	27.3%
	1998	3	19	22	13.6%
	1999	4	17	21	19.0%
	2000	6	28	34	17.6%
	2001	3	17	20	15.0%
	2002	3	86	89	3.4%
	2003	1	25	26	3.8%
	2004	1	88	89	1.1%
	2005	1	35	36	2.8%
	2006	0	94	94	0.0%
	2007	1	9	10	10.0%
ST0000375 Total		31	470	501	6.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000386	1986	8	29	37	21.6%
	1987	7	25	32	21.9%
	1988	5	55	60	8.3%
	1989	10	70	80	12.5%
	1990	15	63	78	19.2%
	1991	9	64	73	12.3%
	1992	18	108	126	14.3%
	1993	27	184	211	12.8%
	1994	22	236	258	8.5%
	1995	27	317	344	7.8%
	1996	70	353	423	16.5%
	1997	91	372	463	19.7%
	1998	95	549	644	14.8%
	1999	86	528	614	14.0%
	2000	68	378	446	15.2%
	2001	89	381	470	18.9%
	2002	136	1,377	1,513	9.0%
	2003	42	442	484	8.7%
	2004	94	1,438	1,532	6.1%
	2005	27	411	438	6.2%
	2006	59	1,396	1,455	4.1%
	2007	14	324	338	4.1%
ST0000386 Total		1,019	9,100	10,119	10.1%
ST0000412	1986	1	12	13	7.7%
	1987	5	16	21	23.8%
	1988	11	25	36	30.6%
	1989	4	39	43	9.3%
	1990	4	47	51	7.8%
	1991	12	54	66	18.2%
	1992	4	61	65	6.2%
	1993	12	85	97	12.4%
	1994	9	94	103	8.7%
	1995	9	158	167	5.4%
	1996	27	148	175	15.4%
	1997	27	184	211	12.8%
	1998	42	250	292	14.4%
	1999	42	226	268	15.7%
	2000	27	191	218	12.4%
	2001	44	205	249	17.7%
	2002	51	517	568	9.0%
	2003	18	196	214	8.4%
	2004	40	609	649	6.2%
	2005	11	178	189	5.8%
	2006	24	542	566	4.2%
	2007	4	86	90	4.4%
ST0000412 Total		428	3,923	4,351	9.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000434	1986	4	12	16	25.0%
	1987	3	21	24	12.5%
	1988	10	34	44	22.7%
	1989	2	36	38	5.3%
	1990	10	36	46	21.7%
	1991	5	36	41	12.2%
	1992	10	47	57	17.5%
	1993	9	85	94	9.6%
	1994	6	113	119	5.0%
	1995	7	171	178	3.9%
	1996	24	177	201	11.9%
	1997	46	244	290	15.9%
	1998	47	370	417	11.3%
	1999	50	373	423	11.8%
	2000	41	241	282	14.5%
	2001	57	318	375	15.2%
	2002	110	1,154	1,264	8.7%
	2003	20	415	435	4.6%
	2004	57	1,502	1,559	3.7%
	2005	16	411	427	3.7%
	2006	61	1,429	1,490	4.1%
	2007	39	343	382	10.2%
ST0000434 Total		634	7,568	8,202	7.7%
ST0000469	1986	4	6	10	40.0%
	1987	2	22	24	8.3%
	1988	4	19	23	17.4%
	1989	2	24	26	7.7%
	1990	5	26	31	16.1%
	1991	2	19	21	9.5%
	1992	5	42	47	10.6%
	1993	7	51	58	12.1%
	1994	2	71	73	2.7%
	1995	11	115	126	8.7%
	1996	16	113	129	12.4%
	1997	17	165	182	9.3%
	1998	19	164	183	10.4%
	1999	20	226	246	8.1%
	2000	16	154	170	9.4%
	2001	21	165	186	11.3%
	2002	43	516	559	7.7%
	2003	13	180	193	6.7%
	2004	44	669	713	6.2%
	2005	9	157	166	5.4%
	2006	20	588	608	3.3%
	2007	9	110	119	7.6%
ST0000469 Total		291	3,602	3,893	7.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000493	1984	1	0	1	100.0%
	1986	3	6	9	33.3%
	1987	3	5	8	37.5%
	1988	0	13	13	0.0%
	1989	2	11	13	15.4%
	1990	2	10	12	16.7%
	1991	4	14	18	22.2%
	1992	3	19	22	13.6%
	1993	4	29	33	12.1%
	1994	5	43	48	10.4%
	1995	4	63	67	6.0%
	1996	11	73	84	13.1%
	1997	14	103	117	12.0%
	1998	24	118	142	16.9%
	1999	17	131	148	11.5%
	2000	19	101	120	15.8%
	2001	19	103	122	15.6%
	2002	37	410	447	8.3%
	2003	13	130	143	9.1%
	2004	25	520	545	4.6%
	2005	13	124	137	9.5%
	2006	13	503	516	2.5%
	2007	1	44	45	2.2%
ST0000493 Total		237	2,573	2,810	8.4%
ST0000516	1986	3	9	12	25.0%
	1987	6	21	27	22.2%
	1988	2	27	29	6.9%
	1989	2	13	15	13.3%
	1990	1	19	20	5.0%
	1991	4	31	35	11.4%
	1992	5	46	51	9.8%
	1993	9	56	65	13.8%
	1994	8	79	87	9.2%
	1995	10	90	100	10.0%
	1996	15	102	117	12.8%
	1997	15	158	173	8.7%
	1998	25	200	225	11.1%
	1999	32	191	223	14.3%
	2000	19	122	141	13.5%
	2001	19	159	178	10.7%
	2002	52	666	718	7.2%
	2003	13	169	182	7.1%
	2004	19	778	797	2.4%
	2005	14	175	189	7.4%
	2006	12	724	736	1.6%
	2007	2	66	68	2.9%
ST0000516 Total		287	3,901	4,188	6.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000520	1986	1	11	12	8.3%
	1987	2	22	24	8.3%
	1988	3	12	15	20.0%
	1989	2	19	21	9.5%
	1990	1	28	29	3.4%
	1991	5	28	33	15.2%
	1992	5	28	33	15.2%
	1993	6	43	49	12.2%
	1994	3	40	43	7.0%
	1995	5	73	78	6.4%
	1996	15	91	106	14.2%
	1997	10	119	129	7.8%
	1998	15	132	147	10.2%
	1999	27	166	193	14.0%
	2000	22	122	144	15.3%
	2001	21	136	157	13.4%
	2002	35	445	480	7.3%
	2003	10	162	172	5.8%
	2004	23	591	614	3.7%
	2005	5	104	109	4.6%
	2006	10	538	548	1.8%
	2007	4	54	58	6.9%
ST0000520 Total		230	2,964	3,194	7.2%
ST0000525	1986	1	8	9	11.1%
	1987	1	9	10	10.0%
	1988	0	3	3	0.0%
	1989	2	9	11	18.2%
	1990	6	17	23	26.1%
	1991	3	20	23	13.0%
	1992	2	27	29	6.9%
	1993	3	42	45	6.7%
	1994	5	59	64	7.8%
	1995	9	76	85	10.6%
	1996	21	86	107	19.6%
	1997	26	131	157	16.6%
	1998	22	175	197	11.2%
	1999	27	195	222	12.2%
	2000	29	173	202	14.4%
	2001	34	199	233	14.6%
	2002	81	717	798	10.2%
	2003	28	261	289	9.7%
	2004	47	990	1,037	4.5%
	2005	15	263	278	5.4%
	2006	31	902	933	3.3%
	2007	1	100	101	1.0%
ST0000525 Total		394	4,462	4,856	8.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000549	1986	1	10	11	9.1%
	1987	1	13	14	7.1%
	1988	2	10	12	16.7%
	1989	0	12	12	0.0%
	1990	2	20	22	9.1%
	1991	3	23	26	11.5%
	1992	3	20	23	13.0%
	1993	2	37	39	5.1%
	1994	3	53	56	5.4%
	1995	7	64	71	9.9%
	1996	10	61	71	14.1%
	1997	11	88	99	11.1%
	1998	13	127	140	9.3%
	1999	11	137	148	7.4%
	2000	9	92	101	8.9%
	2001	17	102	119	14.3%
	2002	31	416	447	6.9%
	2003	7	108	115	6.1%
	2004	24	471	495	4.8%
	2005	6	102	108	5.6%
	2006	11	472	483	2.3%
	2007	4	74	78	5.1%
ST0000549 Total		178	2,512	2,690	6.6%
ST0000557	1986	0	5	5	0.0%
	1987	4	12	16	25.0%
	1988	3	13	16	18.8%
	1989	1	15	16	6.3%
	1990	2	14	16	12.5%
	1991	4	18	22	18.2%
	1992	1	33	34	2.9%
	1993	3	32	35	8.6%
	1994	6	73	79	7.6%
	1995	5	74	79	6.3%
	1996	11	82	93	11.8%
	1997	16	98	114	14.0%
	1998	14	123	137	10.2%
	1999	23	135	158	14.6%
	2000	14	104	118	11.9%
	2001	23	106	129	17.8%
	2002	23	358	381	6.0%
	2003	11	115	126	8.7%
	2004	13	428	441	2.9%
	2005	4	85	89	4.5%
	2006	13	367	380	3.4%
	2007	0	25	25	0.0%
ST0000557 Total		194	2,315	2,509	7.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000581	1986	5	30	35	14.3%
	1987	11	35	46	23.9%
	1988	6	54	60	10.0%
	1989	11	68	79	13.9%
	1990	5	71	76	6.6%
	1991	6	68	74	8.1%
	1992	15	89	104	14.4%
	1993	19	139	158	12.0%
	1994	23	194	217	10.6%
	1995	22	259	281	7.8%
	1996	58	219	277	20.9%
	1997	73	321	394	18.5%
	1998	75	390	465	16.1%
	1999	63	425	488	12.9%
	2000	69	342	411	16.8%
	2001	91	352	443	20.5%
	2002	124	925	1,049	11.8%
	2003	46	405	451	10.2%
	2004	49	955	1,004	4.9%
	2005	37	299	336	11.0%
	2006	58	843	901	6.4%
	2007	41	345	386	10.6%
ST0000581 Total		907	6,828	7,735	11.7%
ST0000616	1986	0	6	6	0.0%
	1987	0	5	5	0.0%
	1988	2	13	15	13.3%
	1989	2	13	15	13.3%
	1990	1	13	14	7.1%
	1991	2	16	18	11.1%
	1992	2	33	35	5.7%
	1993	0	41	41	0.0%
	1994	7	60	67	10.4%
	1995	5	98	103	4.9%
	1996	20	83	103	19.4%
	1997	24	134	158	15.2%
	1998	20	178	198	10.1%
	1999	22	177	199	11.1%
	2000	31	207	238	13.0%
	2001	30	175	205	14.6%
	2002	54	600	654	8.3%
	2003	28	244	272	10.3%
	2004	33	689	722	4.6%
	2005	11	183	194	5.7%
	2006	24	657	681	3.5%
	2007	22	155	177	12.4%
ST0000616 Total		340	3,780	4,120	8.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000618	1987	1	5	6	16.7%
	1988	0	5	5	0.0%
	1989	0	3	3	0.0%
	1990	1	6	7	14.3%
	1991	1	7	8	12.5%
	1992	1	8	9	11.1%
	1993	3	18	21	14.3%
	1994	1	24	25	4.0%
	1995	7	28	35	20.0%
	1996	7	49	56	12.5%
	1997	12	51	63	19.0%
	1998	14	88	102	13.7%
	1999	14	75	89	15.7%
	2000	13	60	73	17.8%
	2001	12	76	88	13.6%
	2002	25	265	290	8.6%
	2003	9	78	87	10.3%
	2004	18	280	298	6.0%
	2005	6	86	92	6.5%
	2006	7	275	282	2.5%
	2007	1	13	14	7.1%
ST0000618 Total		153	1,500	1,653	9.3%
ST0000621	1986	3	3	6	50.0%
	1987	5	11	16	31.3%
	1988	5	18	23	21.7%
	1989	6	14	20	30.0%
	1990	4	20	24	16.7%
	1991	4	18	22	18.2%
	1992	1	40	41	2.4%
	1993	3	45	48	6.3%
	1994	6	62	68	8.8%
	1995	6	82	88	6.8%
	1996	25	80	105	23.8%
	1997	22	120	142	15.5%
	1998	31	125	156	19.9%
	1999	27	150	177	15.3%
	2000	32	87	119	26.9%
	2001	25	114	139	18.0%
	2002	38	306	344	11.0%
	2003	14	111	125	11.2%
	2004	16	312	328	4.9%
	2005	12	91	103	11.7%
	2006	11	249	260	4.2%
	2007	0	23	23	0.0%
ST0000621 Total		296	2,081	2,377	12.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000648	1986	2	7	9	22.2%
	1987	0	10	10	0.0%
	1988	0	12	12	0.0%
	1989	2	15	17	11.8%
	1990	1	26	27	3.7%
	1991	3	19	22	13.6%
	1992	0	26	26	0.0%
	1993	1	37	38	2.6%
	1994	6	64	70	8.6%
	1995	4	72	76	5.3%
	1996	15	77	92	16.3%
	1997	18	96	114	15.8%
	1998	22	170	192	11.5%
	1999	19	137	156	12.2%
	2000	16	96	112	14.3%
	2001	22	120	142	15.5%
	2002	48	443	491	9.8%
	2003	12	104	116	10.3%
	2004	23	527	550	4.2%
	2005	4	107	111	3.6%
	2006	12	466	478	2.5%
	2007	0	33	33	0.0%
ST0000648 Total		230	2,664	2,894	7.9%
ST0000697	1986	0	6	6	0.0%
	1987	3	11	14	21.4%
	1988	1	13	14	7.1%
	1989	1	17	18	5.6%
	1990	3	13	16	18.8%
	1991	4	15	19	21.1%
	1992	6	23	29	20.7%
	1993	11	45	56	19.6%
	1994	5	54	59	8.5%
	1995	4	77	81	4.9%
	1996	24	79	103	23.3%
	1997	23	100	123	18.7%
	1998	32	131	163	19.6%
	1999	28	148	176	15.9%
	2000	23	100	123	18.7%
	2001	31	92	123	25.2%
	2002	53	242	295	18.0%
	2003	15	87	102	14.7%
	2004	13	263	276	4.7%
	2005	14	98	112	12.5%
	2006	9	259	268	3.4%
	2007	3	22	25	12.0%
ST0000697 Total		306	1,895	2,201	13.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000718	1986	2	7	9	22.2%
	1987	2	9	11	18.2%
	1988	1	10	11	9.1%
	1989	3	15	18	16.7%
	1990	6	15	21	28.6%
	1991	3	18	21	14.3%
	1992	9	38	47	19.1%
	1993	8	50	58	13.8%
	1994	11	72	83	13.3%
	1995	10	97	107	9.3%
	1996	30	82	112	26.8%
	1997	40	116	156	25.6%
	1998	33	155	188	17.6%
	1999	32	132	164	19.5%
	2000	24	97	121	19.8%
	2001	30	107	137	21.9%
	2002	46	224	270	17.0%
	2003	7	110	117	6.0%
	2004	24	276	300	8.0%
	2005	12	69	81	14.8%
	2006	10	222	232	4.3%
	2007	1	39	40	2.5%
	2008	0	2	2	0.0%
ST0000718 Total		344	1,962	2,306	14.9%
ST0000725	1985	1	1	2	50.0%
	1986	2	15	17	11.8%
	1987	1	26	27	3.7%
	1988	3	24	27	11.1%
	1989	2	30	32	6.3%
	1990	1	25	26	3.8%
	1991	5	25	30	16.7%
	1992	8	49	57	14.0%
	1993	5	70	75	6.7%
	1994	3	100	103	2.9%
	1995	3	132	135	2.2%
	1996	28	119	147	19.0%
	1997	36	145	181	19.9%
	1998	37	151	188	19.7%
	1999	35	187	222	15.8%
	2000	30	157	187	16.0%
	2001	28	149	177	15.8%
	2002	54	390	444	12.2%
	2003	17	150	167	10.2%
	2004	27	421	448	6.0%
	2005	7	132	139	5.0%
	2006	8	374	382	2.1%
	2007	5	45	50	10.0%
ST0000725 Total		346	2,917	3,263	10.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000730	1986	5	18	23	21.7%
	1987	1	33	34	2.9%
	1988	9	37	46	19.6%
	1989	9	52	61	14.8%
	1990	19	75	94	20.2%
	1991	21	96	117	17.9%
	1992	16	111	127	12.6%
	1993	26	201	227	11.5%
	1994	35	277	312	11.2%
	1995	30	327	357	8.4%
	1996	103	291	394	26.1%
	1997	114	400	514	22.2%
	1998	130	425	555	23.4%
	1999	131	469	600	21.8%
	2000	123	456	579	21.2%
	2001	138	433	571	24.2%
	2002	162	844	1,006	16.1%
	2003	84	413	497	16.9%
	2004	81	824	905	9.0%
	2005	35	329	364	9.6%
	2006	35	716	751	4.7%
	2007	8	184	192	4.2%
ST0000730 Total		1,315	7,011	8,326	15.8%
ST0000776	1986	2	14	16	12.5%
	1987	4	20	24	16.7%
	1988	3	26	29	10.3%
	1989	10	34	44	22.7%
	1990	8	32	40	20.0%
	1991	9	37	46	19.6%
	1992	7	56	63	11.1%
	1993	6	86	92	6.5%
	1994	10	105	115	8.7%
	1995	18	171	189	9.5%
	1996	27	196	223	12.1%
	1997	38	251	289	13.1%
	1998	41	313	354	11.6%
	1999	45	285	330	13.6%
	2000	46	228	274	16.8%
	2001	61	225	286	21.3%
	2002	95	839	934	10.2%
	2003	34	278	312	10.9%
	2004	40	923	963	4.2%
	2005	11	254	265	4.2%
	2006	39	857	896	4.4%
	2007	8	115	123	6.5%
ST0000776 Total		562	5,345	5,907	9.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000779	1986	1	5	6	16.7%
	1987	3	7	10	30.0%
	1988	0	8	8	0.0%
	1989	0	18	18	0.0%
	1990	4	18	22	18.2%
	1991	2	18	20	10.0%
	1992	8	31	39	20.5%
	1993	0	37	37	0.0%
	1994	5	72	77	6.5%
	1995	9	85	94	9.6%
	1996	16	90	106	15.1%
	1997	14	112	126	11.1%
	1998	28	129	157	17.8%
	1999	22	128	150	14.7%
	2000	11	105	116	9.5%
	2001	26	106	132	19.7%
	2002	29	350	379	7.7%
	2003	11	99	110	10.0%
	2004	16	313	329	4.9%
	2005	9	85	94	9.6%
	2006	20	366	386	5.2%
	2007	0	43	43	0.0%
ST0000779 Total		234	2,225	2,459	9.5%
ST0000790	1985	0	1	1	0.0%
	1986	10	16	26	38.5%
	1987	7	24	31	22.6%
	1988	10	29	39	25.6%
	1989	10	33	43	23.3%
	1990	4	32	36	11.1%
	1991	5	43	48	10.4%
	1992	12	59	71	16.9%
	1993	11	104	115	9.6%
	1994	14	142	156	9.0%
	1995	18	158	176	10.2%
	1996	44	141	185	23.8%
	1997	48	217	265	18.1%
	1998	53	288	341	15.5%
	1999	75	319	394	19.0%
	2000	47	262	309	15.2%
	2001	77	233	310	24.8%
	2002	81	627	708	11.4%
	2003	42	266	308	13.6%
	2004	60	714	774	7.8%
	2005	19	210	229	8.3%
	2006	40	602	642	6.2%
	2007	13	84	97	13.4%
ST0000790 Total		700	4,604	5,304	13.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000809	1986	1	9	10	10.0%
	1987	4	12	16	25.0%
	1988	2	14	16	12.5%
	1989	2	17	19	10.5%
	1990	5	16	21	23.8%
	1991	0	17	17	0.0%
	1992	6	27	33	18.2%
	1993	2	48	50	4.0%
	1994	9	73	82	11.0%
	1995	4	80	84	4.8%
	1996	14	62	76	18.4%
	1997	20	146	166	12.0%
	1998	17	138	155	11.0%
	1999	13	116	129	10.1%
	2000	17	101	118	14.4%
	2001	20	106	126	15.9%
	2002	25	332	357	7.0%
	2003	15	137	152	9.9%
	2004	23	386	409	5.6%
	2005	18	120	138	13.0%
	2006	14	337	351	4.0%
	2007	4	77	81	4.9%
ST0000809 Total		235	2,371	2,606	9.0%
ST0000825	1986	1	8	9	11.1%
	1987	1	13	14	7.1%
	1988	5	12	17	29.4%
	1989	2	20	22	9.1%
	1990	6	25	31	19.4%
	1991	1	22	23	4.3%
	1992	9	27	36	25.0%
	1993	2	56	58	3.4%
	1994	10	49	59	16.9%
	1995	14	79	93	15.1%
	1996	19	97	116	16.4%
	1997	27	133	160	16.9%
	1998	30	202	232	12.9%
	1999	26	208	234	11.1%
	2000	27	163	190	14.2%
	2001	31	160	191	16.2%
	2002	62	564	626	9.9%
	2003	17	208	225	7.6%
	2004	31	663	694	4.5%
	2005	9	168	177	5.1%
	2006	17	669	686	2.5%
	2007	1	52	53	1.9%
ST0000825 Total		348	3,598	3,946	8.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000915	1986	1	9	10	10.0%
	1987	7	10	17	41.2%
	1988	4	29	33	12.1%
	1989	5	20	25	20.0%
	1990	7	33	40	17.5%
	1991	3	24	27	11.1%
	1992	7	40	47	14.9%
	1993	5	50	55	9.1%
	1994	7	90	97	7.2%
	1995	12	113	125	9.6%
	1996	35	102	137	25.5%
	1997	29	151	180	16.1%
	1998	31	190	221	14.0%
	1999	37	178	215	17.2%
	2000	22	160	182	12.1%
	2001	27	154	181	14.9%
	2002	38	399	437	8.7%
	2003	13	148	161	8.1%
	2004	33	496	529	6.2%
	2005	8	121	129	6.2%
	2006	18	460	478	3.8%
	2007	5	95	100	5.0%
ST0000915 Total		354	3,072	3,426	10.3%
ST0000951	1986	0	7	7	0.0%
	1987	1	10	11	9.1%
	1988	1	13	14	7.1%
	1989	4	15	19	21.1%
	1990	1	16	17	5.9%
	1991	2	18	20	10.0%
	1992	4	31	35	11.4%
	1993	4	26	30	13.3%
	1994	3	53	56	5.4%
	1995	7	62	69	10.1%
	1996	5	60	65	7.7%
	1997	24	83	107	22.4%
	1998	12	113	125	9.6%
	1999	15	112	127	11.8%
	2000	20	124	144	13.9%
	2001	30	132	162	18.5%
	2002	42	295	337	12.5%
	2003	37	214	251	14.7%
	2004	32	361	393	8.1%
	2005	33	246	279	11.8%
	2006	41	477	518	7.9%
	2007	53	687	740	7.2%
ST0000951 Total		371	3,155	3,526	10.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000963	1986	1	5	6	16.7%
	1987	1	14	15	6.7%
	1988	1	17	18	5.6%
	1989	2	21	23	8.7%
	1990	4	16	20	20.0%
	1991	2	22	24	8.3%
	1992		32	32	0.0%
	1993	5	51	56	8.9%
	1994	12	58	70	17.1%
	1995	8	87	95	8.4%
	1996	22	94	116	19.0%
	1997	19	108	127	15.0%
	1998	28	151	179	15.6%
	1999	28	197	225	12.4%
	2000	28	155	183	15.3%
	2001	28	146	174	16.1%
	2002	45	450	495	9.1%
	2003	17	196	213	8.0%
	2004	33	641	674	4.9%
	2005	15	197	212	7.1%
	2006	22	640	662	3.3%
	2007	9	114	123	7.3%
ST0000963 Total		330	3,412	3,742	8.8%
ST0000969	1986	1	4	5	20.0%
	1987	3	3	6	50.0%
	1988	1	10	11	9.1%
	1989	2	10	12	16.7%
	1990	4	7	11	36.4%
	1991	0	9	9	0.0%
	1992	3	19	22	13.6%
	1993	0	26	26	0.0%
	1994	2	26	28	7.1%
	1995	5	62	67	7.5%
	1996	8	45	53	15.1%
	1997	13	73	86	15.1%
	1998	9	86	95	9.5%
	1999	18	89	107	16.8%
	2000	16	68	84	19.0%
	2001	13	76	89	14.6%
	2002	17	153	170	10.0%
	2003	12	94	106	11.3%
	2004	13	191	204	6.4%
	2005	8	55	63	12.7%
	2006	8	199	207	3.9%
	2007	6	67	73	8.2%
ST0000969 Total		162	1,372	1,534	10.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000971	1986	0	2	2	0.0%
	1987	1	6	7	14.3%
	1988	1	3	4	25.0%
	1989	1	9	10	10.0%
	1990	1	10	11	9.1%
	1991	1	10	11	9.1%
	1992	1	7	8	12.5%
	1993	2	22	24	8.3%
	1994	5	34	39	12.8%
	1995	2	53	55	3.6%
	1996	6	55	61	9.8%
	1997	15	71	86	17.4%
	1998	10	97	107	9.3%
	1999	15	105	120	12.5%
	2000	16	84	100	16.0%
	2001	15	62	77	19.5%
	2002	22	257	279	7.9%
	2003	14	93	107	13.1%
	2004	17	320	337	5.0%
	2005	5	81	86	5.8%
	2006	7	314	321	2.2%
	2007	1	32	33	3.0%
ST0000971 Total		158	1,727	1,885	8.4%
ST0000972	1986	7	15	22	31.8%
	1987	7	20	27	25.9%
	1988	4	26	30	13.3%
	1989	6	36	42	14.3%
	1990	10	31	41	24.4%
	1991	9	28	37	24.3%
	1992	5	49	54	9.3%
	1993	15	69	84	17.9%
	1994	14	108	122	11.5%
	1995	13	164	177	7.3%
	1996	31	144	175	17.7%
	1997	39	192	231	16.9%
	1998	40	237	277	14.4%
	1999	48	286	334	14.4%
	2000	44	219	263	16.7%
	2001	41	239	280	14.6%
	2002	55	470	525	10.5%
	2003	32	236	268	11.9%
	2004	33	581	614	5.4%
	2005	20	217	237	8.4%
	2006	19	513	532	3.6%
	2007	15	306	321	4.7%
ST0000972 Total		507	4,186	4,693	10.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000978	1986	2	8	10	20.0%
	1987	0	4	4	0.0%
	1988	1	10	11	9.1%
	1989	4	16	20	20.0%
	1990	1	20	21	4.8%
	1991	1	13	14	7.1%
	1992	5	20	25	20.0%
	1993	1	41	42	2.4%
	1994	14	63	77	18.2%
	1995	8	82	90	8.9%
	1996	16	71	87	18.4%
	1997	16	98	114	14.0%
	1998	20	99	119	16.8%
	1999	20	113	133	15.0%
	2000	23	115	138	16.7%
	2001	15	115	130	11.5%
	2002	38	274	312	12.2%
	2003	18	154	172	10.5%
	2004	24	333	357	6.7%
	2005	10	151	161	6.2%
	2006	22	393	415	5.3%
	2007	12	169	181	6.6%
ST0000978 Total		271	2,362	2,633	10.3%
ST0000986	1986	2	6	8	25.0%
	1987	2	16	18	11.1%
	1988	0	18	18	0.0%
	1989	3	21	24	12.5%
	1990	0	11	11	0.0%
	1991	3	17	20	15.0%
	1992	4	30	34	11.8%
	1993	4	40	44	9.1%
	1994	7	72	79	8.9%
	1995	6	102	108	5.6%
	1996	14	99	113	12.4%
	1997	21	119	140	15.0%
	1998	29	167	196	14.8%
	1999	24	152	176	13.6%
	2000	18	133	151	11.9%
	2001	21	123	144	14.6%
	2002	39	416	455	8.6%
	2003	14	154	168	8.3%
	2004	23	544	567	4.1%
	2005	7	180	187	3.7%
	2006	18	451	469	3.8%
	2007	5	128	133	3.8%
ST0000986 Total		264	2,999	3,263	8.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000994	1986	4	7	11	36.4%
	1987	8	13	21	38.1%
	1988	5	22	27	18.5%
	1989	8	27	35	22.9%
	1990	5	36	41	12.2%
	1991	3	26	29	10.3%
	1992	6	41	47	12.8%
	1993	10	67	77	13.0%
	1994	6	80	86	7.0%
	1995	5	103	108	4.6%
	1996	20	116	136	14.7%
	1997	29	179	208	13.9%
	1998	37	228	265	14.0%
	1999	43	246	289	14.9%
	2000	31	150	181	17.1%
	2001	43	185	228	18.9%
	2002	46	615	661	7.0%
	2003	14	199	213	6.6%
	2004	38	742	780	4.9%
	2005	14	194	208	6.7%
	2006	23	699	722	3.2%
	2007	0	53	53	0.0%
ST0000994 Total		398	4,028	4,426	9.0%
ST0001010	1986	3	8	11	27.3%
	1987	3	12	15	20.0%
	1988	1	24	25	4.0%
	1989	6	23	29	20.7%
	1990	2	21	23	8.7%
	1991	3	19	22	13.6%
	1992	2	28	30	6.7%
	1993	10	42	52	19.2%
	1994	8	63	71	11.3%
	1995	8	75	83	9.6%
	1996	15	86	101	14.9%
	1997	27	99	126	21.4%
	1998	28	121	149	18.8%
	1999	24	116	140	17.1%
	2000	23	104	127	18.1%
	2001	26	107	133	19.5%
	2002	29	197	226	12.8%
	2003	19	76	95	20.0%
	2004	25	245	270	9.3%
	2005	8	65	73	11.0%
	2006	12	240	252	4.8%
	2007	3	23	26	11.5%
ST0001010 Total		285	1,794	2,079	13.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001056	1986	4	20	24	16.7%
	1987	10	28	38	26.3%
	1988	3	51	54	5.6%
	1989	8	42	50	16.0%
	1990	10	43	53	18.9%
	1991	5	46	51	9.8%
	1992	9	70	79	11.4%
	1993	8	92	100	8.0%
	1994	10	142	152	6.6%
	1995	23	215	238	9.7%
	1996	40	251	291	13.7%
	1997	53	278	331	16.0%
	1998	52	343	395	13.2%
	1999	46	373	419	11.0%
	2000	52	241	293	17.7%
	2001	47	301	348	13.5%
	2002	84	942	1,026	8.2%
	2003	33	289	322	10.2%
	2004	46	1,083	1,129	4.1%
	2005	15	273	288	5.2%
	2006	29	1,017	1,046	2.8%
	2007	0	66	66	0.0%
ST0001056 Total		587	6,206	6,793	8.6%
ST0001095	1985	1	1	2	50.0%
	1986	3	10	13	23.1%
	1987	2	14	16	12.5%
	1988	3	18	21	14.3%
	1989	1	13	14	7.1%
	1990	4	33	37	10.8%
	1991	5	37	42	11.9%
	1992	7	44	51	13.7%
	1993	7	69	76	9.2%
	1994	17	98	115	14.8%
	1995	13	132	145	9.0%
	1996	41	127	168	24.4%
	1997	55	156	211	26.1%
	1998	53	226	279	19.0%
	1999	65	267	332	19.6%
	2000	57	203	260	21.9%
	2001	46	197	243	18.9%
	2002	67	471	538	12.5%
	2003	20	199	219	9.1%
	2004	31	474	505	6.1%
	2005	14	168	182	7.7%
	2006	9	454	463	1.9%
	2007	1	56	57	1.8%
ST0001095 Total		522	3,467	3,989	13.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001131	1987	0	5	5	0.0%
	1988	0	2	2	0.0%
	1990	1	3	4	25.0%
	1991	0	3	3	0.0%
	1992	2	6	8	25.0%
	1993	1	8	9	11.1%
	1994	3	11	14	21.4%
	1995	3	14	17	17.6%
	1996	6	37	43	14.0%
	1997	9	52	61	14.8%
	1998	16	63	79	20.3%
	1999	17	84	101	16.8%
	2000	13	68	81	16.0%
	2001	22	76	98	22.4%
	2002	12	167	179	6.7%
	2003	8	81	89	9.0%
	2004	13	227	240	5.4%
	2005	6	59	65	9.2%
	2006	3	179	182	1.6%
	2007	0	11	11	0.0%
ST0001131 Total		135	1,156	1,291	10.5%
ST0001193	1986	4	30	34	11.8%
	1987	14	37	51	27.5%
	1988	7	55	62	11.3%
	1989	8	65	73	11.0%
	1990	14	54	68	20.6%
	1991	8	86	94	8.5%
	1992	17	77	94	18.1%
	1993	26	166	192	13.5%
	1994	25	221	246	10.2%
	1995	22	291	313	7.0%
	1996	85	262	347	24.5%
	1997	82	315	397	20.7%
	1998	88	381	469	18.8%
	1999	92	367	459	20.0%
	2000	91	369	460	19.8%
	2001	98	324	422	23.2%
	2002	111	725	836	13.3%
	2003	39	315	354	11.0%
	2004	54	769	823	6.6%
	2005	23	234	257	8.9%
	2006	32	805	837	3.8%
	2007	8	157	165	4.8%
ST0001193 Total		948	6,105	7,053	13.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001216	1986	3	14	17	17.6%
	1987	5	29	34	14.7%
	1988	9	32	41	22.0%
	1989	6	45	51	11.8%
	1990	2	55	57	3.5%
	1991	3	58	61	4.9%
	1992	10	69	79	12.7%
	1993	17	99	116	14.7%
	1994	17	170	187	9.1%
	1995	21	213	234	9.0%
	1996	46	226	272	16.9%
	1997	55	290	345	15.9%
	1998	76	399	475	16.0%
	1999	85	366	451	18.8%
	2000	73	298	371	19.7%
	2001	82	339	421	19.5%
	2002	106	1,054	1,160	9.1%
	2003	60	411	471	12.7%
	2004	67	1,102	1,169	5.7%
	2005	29	386	415	7.0%
	2006	35	998	1,033	3.4%
	2007	5	175	180	2.8%
ST0001216 Total		812	6,828	7,640	10.6%
ST0001220	1986	1	8	9	11.1%
	1987	3	8	11	27.3%
	1988	3	14	17	17.6%
	1989	2	6	8	25.0%
	1990	3	15	18	16.7%
	1991	1	21	22	4.5%
	1992	1	28	29	3.4%
	1993	8	46	54	14.8%
	1994	2	68	70	2.9%
	1995	8	82	90	8.9%
	1996	17	97	114	14.9%
	1997	29	142	171	17.0%
	1998	36	170	206	17.5%
	1999	28	206	234	12.0%
	2000	29	148	177	16.4%
	2001	45	182	227	19.8%
	2002	54	521	575	9.4%
	2003	20	190	210	9.5%
	2004	42	679	721	5.8%
	2005	12	199	211	5.7%
	2006	16	588	604	2.6%
	2007	0	85	85	0.0%
ST0001220 Total		360	3,503	3,863	9.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001235	1981	1	0	1	100.0%
	1986	2	3	5	40.0%
	1987	4	11	15	26.7%
	1988	2	18	20	10.0%
	1989	2	12	14	14.3%
	1990	2	20	22	9.1%
	1991	7	24	31	22.6%
	1992	3	21	24	12.5%
	1993	4	54	58	6.9%
	1994	5	70	75	6.7%
	1995	8	101	109	7.3%
	1996	14	100	114	12.3%
	1997	33	142	175	18.9%
	1998	24	224	248	9.7%
	1999	28	245	273	10.3%
	2000	31	217	248	12.5%
	2001	36	235	271	13.3%
	2002	65	865	930	7.0%
	2003	22	291	313	7.0%
	2004	40	1,014	1,054	3.8%
	2005	9	274	283	3.2%
	2006	17	1,001	1,018	1.7%
	2007	2	115	117	1.7%
ST0001235 Total		361	5,057	5,418	6.7%
ST0001253	1986	1	13	14	7.1%
	1987	4	19	23	17.4%
	1988	3	8	11	27.3%
	1989	4	34	38	10.5%
	1990	8	38	46	17.4%
	1991	8	44	52	15.4%
	1992	13	85	98	13.3%
	1993	15	95	110	13.6%
	1994	11	125	136	8.1%
	1995	13	197	210	6.2%
	1996	51	183	234	21.8%
	1997	65	237	302	21.5%
	1998	65	303	368	17.7%
	1999	79	316	395	20.0%
	2000	65	251	316	20.6%
	2001	82	266	348	23.6%
	2002	92	562	654	14.1%
	2003	29	240	269	10.8%
	2004	49	568	617	7.9%
	2005	17	216	233	7.3%
	2006	21	551	572	3.7%
	2007	2	59	61	3.3%
	2008	0	1	1	0.0%
ST0001253 Total		697	4,411	5,108	13.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001264	1986	2	18	20	10.0%
	1987	3	29	32	9.4%
	1988	10	32	42	23.8%
	1989	0	26	26	0.0%
	1990	5	31	36	13.9%
	1991	4	41	45	8.9%
	1992	12	51	63	19.0%
	1993	9	77	86	10.5%
	1994	5	107	112	4.5%
	1995	13	143	156	8.3%
	1996	28	158	186	15.1%
	1997	34	198	232	14.7%
	1998	33	247	280	11.8%
	1999	25	231	256	9.8%
	2000	28	192	220	12.7%
	2001	34	179	213	16.0%
	2002	54	612	666	8.1%
	2003	20	239	259	7.7%
	2004	29	715	744	3.9%
	2005	16	199	215	7.4%
	2006	20	629	649	3.1%
	2007	11	155	166	6.6%
ST0001264 Total		395	4,309	4,704	8.4%
ST0001267	1986	2	8	10	20.0%
	1987	3	16	19	15.8%
	1988	3	11	14	21.4%
	1989	1	18	19	5.3%
	1990	3	23	26	11.5%
	1991	0	22	22	0.0%
	1992	4	26	30	13.3%
	1993	2	28	30	6.7%
	1994	2	74	76	2.6%
	1995	4	71	75	5.3%
	1996	7	81	88	8.0%
	1997	14	116	130	10.8%
	1998	21	123	144	14.6%
	1999	15	134	149	10.1%
	2000	16	95	111	14.4%
	2001	18	104	122	14.8%
	2002	30	342	372	8.1%
	2003	14	96	110	12.7%
	2004	23	368	391	5.9%
	2005	4	90	94	4.3%
	2006	16	371	387	4.1%
	2007	1	42	43	2.3%
ST0001267 Total		203	2,259	2,462	8.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001270	1986	1	4	5	20.0%
	1987	3	18	21	14.3%
	1988	0	9	9	0.0%
	1989	3	28	31	9.7%
	1990	3	16	19	15.8%
	1991	5	26	31	16.1%
	1992	4	32	36	11.1%
	1993	2	51	53	3.8%
	1994	6	73	79	7.6%
	1995	4	86	90	4.4%
	1996	29	75	104	27.9%
	1997	24	100	124	19.4%
	1998	24	124	148	16.2%
	1999	22	164	186	11.8%
	2000	24	123	147	16.3%
	2001	41	99	140	29.3%
	2002	39	340	379	10.3%
	2003	21	109	130	16.2%
	2004	31	371	402	7.7%
	2005	21	106	127	16.5%
	2006	29	337	366	7.9%
	2007	14	88	102	13.7%
ST0001270 Total		350	2,379	2,729	12.8%
ST0001274	1986	2	9	11	18.2%
	1987	4	14	18	22.2%
	1988	1	30	31	3.2%
	1989	3	19	22	13.6%
	1990	0	27	27	0.0%
	1991	7	28	35	20.0%
	1992	3	28	31	9.7%
	1993	6	49	55	10.9%
	1994	5	73	78	6.4%
	1995	7	109	116	6.0%
	1996	17	104	121	14.0%
	1997	20	131	151	13.2%
	1998	28	183	211	13.3%
	1999	24	153	177	13.6%
	2000	16	112	128	12.5%
	2001	16	124	140	11.4%
	2002	33	410	443	7.4%
	2003	15	107	122	12.3%
	2004	19	421	440	4.3%
	2005	4	78	82	4.9%
	2006	11	434	445	2.5%
	2007	1	17	18	5.6%
ST0001274 Total		242	2,660	2,902	8.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001284	1986	0	4	4	0.0%
	1987	7	15	22	31.8%
	1988	2	12	14	14.3%
	1989	6	14	20	30.0%
	1990	1	12	13	7.7%
	1991	3	14	17	17.6%
	1992	3	28	31	9.7%
	1993	12	41	53	22.6%
	1994	3	57	60	5.0%
	1995	7	68	75	9.3%
	1996	11	86	97	11.3%
	1997	28	115	143	19.6%
	1998	27	158	185	14.6%
	1999	21	180	201	10.4%
	2000	19	105	124	15.3%
	2001	24	133	157	15.3%
	2002	44	515	559	7.9%
	2003	15	155	170	8.8%
	2004	28	637	665	4.2%
	2005	6	141	147	4.1%
	2006	21	569	590	3.6%
	2007	1	37	38	2.6%
ST0001284 Total		289	3,096	3,385	8.5%
ST0001294	1986	0	4	4	0.0%
	1987	0	3	3	0.0%
	1988	1	1	2	50.0%
	1989	1	1	2	50.0%
	1990	0	6	6	0.0%
	1991	0	5	5	0.0%
	1992	0	4	4	0.0%
	1993	0	8	8	0.0%
	1994	1	14	15	6.7%
	1995	0	20	20	0.0%
	1996	4	14	18	22.2%
	1997	4	17	21	19.0%
	1998	5	29	34	14.7%
	1999	11	34	45	24.4%
	2000	8	32	40	20.0%
	2001	10	38	48	20.8%
	2002	10	130	140	7.1%
	2003	4	50	54	7.4%
	2004	8	170	178	4.5%
	2005	2	39	41	4.9%
	2006	4	166	170	2.4%
	2007	0	12	12	0.0%
ST0001294 Total		73	797	870	8.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001297	1986	3	10	13	23.1%
	1987	7	30	37	18.9%
	1988	6	23	29	20.7%
	1989	7	29	36	19.4%
	1990	11	52	63	17.5%
	1991	16	59	75	21.3%
	1992	27	83	110	24.5%
	1993	26	107	133	19.5%
	1994	16	148	164	9.8%
	1995	23	193	216	10.6%
	1996	75	152	227	33.0%
	1997	98	169	267	36.7%
	1998	77	180	257	30.0%
	1999	96	220	316	30.4%
	2000	82	188	270	30.4%
	2001	76	140	216	35.2%
	2002	70	240	310	22.6%
	2003	31	141	172	18.0%
	2004	30	186	216	13.9%
	2005	16	106	122	13.1%
	2006	10	168	178	5.6%
	2007	1	23	24	4.2%
ST0001297 Total		804	2,647	3,451	23.3%
ST0001299	1986	1	6	7	14.3%
	1987	2	8	10	20.0%
	1988	1	14	15	6.7%
	1989	4	23	27	14.8%
	1990	8	19	27	29.6%
	1991	4	32	36	11.1%
	1992	9	45	54	16.7%
	1993	7	56	63	11.1%
	1994	15	66	81	18.5%
	1995	13	109	122	10.7%
	1996	19	102	121	15.7%
	1997	30	147	177	16.9%
	1998	53	160	213	24.9%
	1999	44	159	203	21.7%
	2000	36	151	187	19.3%
	2001	42	133	175	24.0%
	2002	28	224	252	11.1%
	2003	19	116	135	14.1%
	2004	12	192	204	5.9%
	2005	10	72	82	12.2%
	2006	5	176	181	2.8%
	2007	2	35	37	5.4%
ST0001299 Total		364	2,045	2,409	15.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001303	1986	2	6	8	25.0%
	1987	0	7	7	0.0%
	1988	3	5	8	37.5%
	1989	6	14	20	30.0%
	1990	3	9	12	25.0%
	1991	2	18	20	10.0%
	1992	2	30	32	6.3%
	1993	8	39	47	17.0%
	1994	4	58	62	6.5%
	1995	10	83	93	10.8%
	1996	28	59	87	32.2%
	1997	26	85	111	23.4%
	1998	32	97	129	24.8%
	1999	38	120	158	24.1%
	2000	33	98	131	25.2%
	2001	35	100	135	25.9%
	2002	23	180	203	11.3%
	2003	30	95	125	24.0%
	2004	24	192	216	11.1%
	2005	15	85	100	15.0%
	2006	12	162	174	6.9%
	2007	2	32	34	5.9%
ST0001303 Total		338	1,574	1,912	17.7%
ST0001368	1986	1	5	6	16.7%
	1987	0	11	11	0.0%
	1988	1	15	16	6.3%
	1989	4	13	17	23.5%
	1990	5	15	20	25.0%
	1991	4	18	22	18.2%
	1992	7	30	37	18.9%
	1993	4	47	51	7.8%
	1994	6	70	76	7.9%
	1995	5	98	103	4.9%
	1996	15	88	103	14.6%
	1997	24	109	133	18.0%
	1998	18	181	199	9.0%
	1999	21	217	238	8.8%
	2000	29	138	167	17.4%
	2001	22	148	170	12.9%
	2002	30	577	607	4.9%
	2003	15	214	229	6.6%
	2004	16	730	746	2.1%
	2005	4	171	175	2.3%
	2006	13	620	633	2.1%
	2007	0	54	54	0.0%
ST0001368 Total		244	3,569	3,813	6.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001371	1986	3	6	9	33.3%
	1987	2	17	19	10.5%
	1988	3	27	30	10.0%
	1989	7	28	35	20.0%
	1990	6	34	40	15.0%
	1991	2	41	43	4.7%
	1992	7	51	58	12.1%
	1993	8	67	75	10.7%
	1994	4	96	100	4.0%
	1995	8	124	132	6.1%
	1996	26	125	151	17.2%
	1997	29	167	196	14.8%
	1998	32	202	234	13.7%
	1999	25	216	241	10.4%
	2000	20	165	185	10.8%
	2001	27	138	165	16.4%
	2002	41	412	453	9.1%
	2003	20	169	189	10.6%
	2004	31	484	515	6.0%
	2005	15	146	161	9.3%
	2006	57	541	598	9.5%
	2007	66	307	373	17.7%
ST0001371 Total		439	3,563	4,002	11.0%
ST0001377	1986	3	6	9	33.3%
	1987	0	10	10	0.0%
	1988	4	15	19	21.1%
	1989	5	26	31	16.1%
	1990	2	28	30	6.7%
	1991	6	32	38	15.8%
	1992	3	48	51	5.9%
	1993	4	61	65	6.2%
	1994	7	102	109	6.4%
	1995	7	127	134	5.2%
	1996	33	108	141	23.4%
	1997	44	132	176	25.0%
	1998	41	159	200	20.5%
	1999	45	189	234	19.2%
	2000	42	145	187	22.5%
	2001	47	119	166	28.3%
	2002	52	320	372	14.0%
	2003	14	124	138	10.1%
	2004	24	347	371	6.5%
	2005	11	119	130	8.5%
	2006	15	292	307	4.9%
	2007	11	76	87	12.6%
ST0001377 Total		420	2,585	3,005	14.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001401	1986	3	9	12	25.0%
	1987	1	17	18	5.6%
	1988	10	16	26	38.5%
	1989	8	18	26	30.8%
	1990	7	34	41	17.1%
	1991	17	26	43	39.5%
	1992	15	63	78	19.2%
	1993	16	98	114	14.0%
	1994	12	115	127	9.4%
	1995	23	127	150	15.3%
	1996	39	143	182	21.4%
	1997	66	170	236	28.0%
	1998	58	189	247	23.5%
	1999	52	221	273	19.0%
	2000	52	199	251	20.7%
	2001	62	206	268	23.1%
	2002	58	288	346	16.8%
	2003	48	273	321	15.0%
	2004	31	427	458	6.8%
	2005	40	322	362	11.0%
	2006	92	829	921	10.0%
	2007	152	1,536	1,688	9.0%
ST0001401 Total		862	5,326	6,188	13.9%
ST0001423	1985	0	1	1	0.0%
	1986	2	9	11	18.2%
	1987	3	13	16	18.8%
	1988	5	20	25	20.0%
	1989	6	19	25	24.0%
	1990	5	27	32	15.6%
	1991	15	29	44	34.1%
	1992	13	56	69	18.8%
	1993	2	76	78	2.6%
	1994	18	105	123	14.6%
	1995	24	143	167	14.4%
	1996	31	153	184	16.8%
	1997	48	187	235	20.4%
	1998	54	176	230	23.5%
	1999	56	210	266	21.1%
	2000	47	173	220	21.4%
	2001	40	182	222	18.0%
	2002	57	343	400	14.3%
	2003	44	199	243	18.1%
	2004	37	365	402	9.2%
	2005	26	185	211	12.3%
	2006	37	478	515	7.2%
	2007	64	473	537	11.9%
ST0001423 Total		634	3,622	4,256	14.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001511	1986	3	11	14	21.4%
	1987	3	13	16	18.8%
	1988	4	20	24	16.7%
	1989	4	39	43	9.3%
	1990	4	38	42	9.5%
	1991	4	38	42	9.5%
	1992	6	39	45	13.3%
	1993	5	72	77	6.5%
	1994	8	80	88	9.1%
	1995	9	119	128	7.0%
	1996	21	122	143	14.7%
	1997	24	145	169	14.2%
	1998	27	210	237	11.4%
	1999	22	232	254	8.7%
	2000	27	134	161	16.8%
	2001	18	143	161	11.2%
	2002	44	466	510	8.6%
	2003	17	171	188	9.0%
	2004	31	557	588	5.3%
	2005	10	137	147	6.8%
	2006	19	461	480	4.0%
	2007	2	48	50	4.0%
ST0001511 Total		312	3,295	3,607	8.6%
ST0001519	1986	5	29	34	14.7%
	1987	5	49	54	9.3%
	1988	7	63	70	10.0%
	1989	7	62	69	10.1%
	1990	11	48	59	18.6%
	1991	10	68	78	12.8%
	1992	7	70	77	9.1%
	1993	16	106	122	13.1%
	1994	17	169	186	9.1%
	1995	13	224	237	5.5%
	1996	43	185	228	18.9%
	1997	33	249	282	11.7%
	1998	39	259	298	13.1%
	1999	42	264	306	13.7%
	2000	24	193	217	11.1%
	2001	35	182	217	16.1%
	2002	42	583	625	6.7%
	2003	23	186	209	11.0%
	2004	37	585	622	5.9%
	2005	13	140	153	8.5%
	2006	25	574	599	4.2%
	2007	11	105	116	9.5%
ST0001519 Total		465	4,393	4,858	9.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001594	1986	10	16	26	38.5%
	1987	5	19	24	20.8%
	1988	10	24	34	29.4%
	1989	11	22	33	33.3%
	1990	2	34	36	5.6%
	1991	10	35	45	22.2%
	1992	8	55	63	12.7%
	1993	8	60	68	11.8%
	1994	20	111	131	15.3%
	1995	19	123	142	13.4%
	1996	39	126	165	23.6%
	1997	44	173	217	20.3%
	1998	56	217	273	20.5%
	1999	50	217	267	18.7%
	2000	44	191	235	18.7%
	2001	47	157	204	23.0%
	2002	44	344	388	11.3%
	2003	17	144	161	10.6%
	2004	21	357	378	5.6%
	2005	10	139	149	6.7%
	2006	19	335	354	5.4%
	2007	10	142	152	6.6%
ST0001594 Total		504	3,041	3,545	14.2%
ST0001615	1985	0	1	1	0.0%
	1986	5	6	11	45.5%
	1987	3	12	15	20.0%
	1988	2	8	10	20.0%
	1989	3	20	23	13.0%
	1990	2	9	11	18.2%
	1991	5	25	30	16.7%
	1992	6	31	37	16.2%
	1993	7	47	54	13.0%
	1994	11	64	75	14.7%
	1995	11	97	108	10.2%
	1996	18	65	83	21.7%
	1997	31	85	116	26.7%
	1998	30	98	128	23.4%
	1999	22	116	138	15.9%
	2000	31	120	151	20.5%
	2001	26	106	132	19.7%
	2002	29	209	238	12.2%
	2003	15	106	121	12.4%
	2004	16	227	243	6.6%
	2005	12	89	101	11.9%
	2006	9	221	230	3.9%
	2007	2	19	21	9.5%
ST0001615 Total		296	1,781	2,077	14.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001646	1985	0	2	2	0.0%
	1986	4	10	14	28.6%
	1987	4	19	23	17.4%
	1988	3	20	23	13.0%
	1989	11	26	37	29.7%
	1990	6	27	33	18.2%
	1991	6	43	49	12.2%
	1992	7	37	44	15.9%
	1993	10	61	71	14.1%
	1994	14	86	100	14.0%
	1995	17	120	137	12.4%
	1996	14	109	123	11.4%
	1997	28	154	182	15.4%
	1998	26	197	223	11.7%
	1999	26	191	217	12.0%
	2000	23	162	185	12.4%
	2001	30	172	202	14.9%
	2002	43	406	449	9.6%
	2003	20	180	200	10.0%
	2004	24	455	479	5.0%
	2005	10	134	144	6.9%
	2006	23	474	497	4.6%
	2007	4	85	89	4.5%
ST0001646 Total		353	3,170	3,523	10.0%
ST0001660	1985	0	1	1	0.0%
	1986	3	7	10	30.0%
	1987	5	19	24	20.8%
	1988	7	18	25	28.0%
	1989	8	27	35	22.9%
	1990	7	26	33	21.2%
	1991	13	37	50	26.0%
	1992	9	50	59	15.3%
	1993	10	72	82	12.2%
	1994	13	110	123	10.6%
	1995	19	151	170	11.2%
	1996	37	128	165	22.4%
	1997	51	195	246	20.7%
	1998	54	248	302	17.9%
	1999	43	251	294	14.6%
	2000	71	234	305	23.3%
	2001	66	243	309	21.4%
	2002	74	607	681	10.9%
	2003	47	302	349	13.5%
	2004	48	698	746	6.4%
	2005	21	313	334	6.3%
	2006	29	747	776	3.7%
	2007	11	214	225	4.9%
ST0001660 Total		646	4,698	5,344	12.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001662	1986	4	16	20	20.0%
	1987	9	10	19	47.4%
	1988	3	18	21	14.3%
	1989	8	34	42	19.0%
	1990	7	27	34	20.6%
	1991	7	33	40	17.5%
	1992	11	40	51	21.6%
	1993	11	66	77	14.3%
	1994	13	100	113	11.5%
	1995	12	131	143	8.4%
	1996	23	105	128	18.0%
	1997	35	151	186	18.8%
	1998	35	198	233	15.0%
	1999	31	190	221	14.0%
	2000	34	170	204	16.7%
	2001	33	149	182	18.1%
	2002	45	402	447	10.1%
	2003	22	178	200	11.0%
	2004	43	482	525	8.2%
	2005	10	172	182	5.5%
	2006	12	439	451	2.7%
	2007	0	86	86	0.0%
ST0001662 Total		408	3,197	3,605	11.3%
ST0001679	1986	5	18	23	21.7%
	1987	9	29	38	23.7%
	1988	9	32	41	22.0%
	1989	16	26	42	38.1%
	1990	10	44	54	18.5%
	1991	10	51	61	16.4%
	1992	7	70	77	9.1%
	1993	18	108	126	14.3%
	1994	18	150	168	10.7%
	1995	18	206	224	8.0%
	1996	41	207	248	16.5%
	1997	53	277	330	16.1%
	1998	59	330	389	15.2%
	1999	47	340	387	12.1%
	2000	39	261	300	13.0%
	2001	61	288	349	17.5%
	2002	84	708	792	10.6%
	2003	31	214	245	12.7%
	2004	55	785	840	6.5%
	2005	17	176	193	8.8%
	2006	22	643	665	3.3%
	2007	2	54	56	3.6%
ST0001679 Total		631	5,017	5,648	11.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001692	1987	0	1	1	0.0%
	1988	0	1	1	0.0%
	1992	0	1	1	0.0%
	1993	0	1	1	0.0%
	1994	1	2	3	33.3%
	1995	0	2	2	0.0%
	1996	0	1	1	0.0%
	1997	0	3	3	0.0%
	1998	0	5	5	0.0%
	1999	0	3	3	0.0%
	2000	0	1	1	0.0%
	2001	0	5	5	0.0%
	2002	0	8	8	0.0%
	2003	0	1	1	0.0%
	2004	0	7	7	0.0%
	2005	0	2	2	0.0%
	2006	0	9	9	0.0%
	2007	0	5	5	0.0%
ST0001692 Total		1	58	59	1.7%
ST0001704	1985	0	1	1	0.0%
	1986	6	19	25	24.0%
	1987	6	17	23	26.1%
	1988	8	22	30	26.7%
	1989	4	39	43	9.3%
	1990	4	34	38	10.5%
	1991	2	41	43	4.7%
	1992	8	57	65	12.3%
	1993	18	79	97	18.6%
	1994	6	105	111	5.4%
	1995	9	137	146	6.2%
	1996	28	112	140	20.0%
	1997	30	144	174	17.2%
	1998	40	169	209	19.1%
	1999	36	213	249	14.5%
	2000	25	141	166	15.1%
	2001	31	147	178	17.4%
	2002	33	431	464	7.1%
	2003	16	163	179	8.9%
	2004	35	492	527	6.6%
	2005	5	109	114	4.4%
	2006	14	432	446	3.1%
	2007	0	50	50	0.0%
ST0001704 Total		364	3,154	3,518	10.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001725	1985	0	1	1	0.0%
	1986	2	16	18	11.1%
	1987	2	14	16	12.5%
	1988	4	30	34	11.8%
	1989	1	28	29	3.4%
	1990	4	34	38	10.5%
	1991	1	43	44	2.3%
	1992	2	36	38	5.3%
	1993	8	69	77	10.4%
	1994	10	89	99	10.1%
	1995	4	116	120	3.3%
	1996	19	125	144	13.2%
	1997	25	161	186	13.4%
	1998	29	225	254	11.4%
	1999	35	216	251	13.9%
	2000	27	142	169	16.0%
	2001	33	141	174	19.0%
	2002	57	467	524	10.9%
	2003	19	145	164	11.6%
	2004	17	512	529	3.2%
	2005	10	108	118	8.5%
	2006	8	457	465	1.7%
	2007	2	20	22	9.1%
ST0001725 Total		319	3,195	3,514	9.1%
ST0001730	1986	2	5	7	28.6%
	1987	1	11	12	8.3%
	1988	2	6	8	25.0%
	1989	0	12	12	0.0%
	1990	3	7	10	30.0%
	1991	2	3	5	40.0%
	1992	1	13	14	7.1%
	1993	2	16	18	11.1%
	1994	2	22	24	8.3%
	1995	3	27	30	10.0%
	1996	7	30	37	18.9%
	1997	7	33	40	17.5%
	1998	9	50	59	15.3%
	1999	8	61	69	11.6%
	2000	8	50	58	13.8%
	2001	8	33	41	19.5%
	2002	9	174	183	4.9%
	2003	6	49	55	10.9%
	2004	5	152	157	3.2%
	2005	2	42	44	4.5%
	2006	3	193	196	1.5%
	2007	1	5	6	16.7%
ST0001730 Total		91	994	1,085	8.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001767	1986	6	14	20	30.0%
	1987	6	15	21	28.6%
	1988	6	35	41	14.6%
	1989	8	37	45	17.8%
	1990	7	31	38	18.4%
	1991	3	50	53	5.7%
	1992	16	64	80	20.0%
	1993	10	96	106	9.4%
	1994	26	136	162	16.0%
	1995	19	191	210	9.0%
	1996	60	194	254	23.6%
	1997	65	271	336	19.3%
	1998	95	305	400	23.8%
	1999	86	379	465	18.5%
	2000	78	332	410	19.0%
	2001	72	283	355	20.3%
	2002	119	730	849	14.0%
	2003	56	359	415	13.5%
	2004	62	923	985	6.3%
	2005	21	335	356	5.9%
	2006	24	867	891	2.7%
	2007	5	168	173	2.9%
ST0001767 Total		850	5,815	6,665	12.8%
ST0001790	1985	1	0	1	100.0%
	1986	1	2	3	33.3%
	1987	1	6	7	14.3%
	1988	1	5	6	16.7%
	1989	4	7	11	36.4%
	1990	1	7	8	12.5%
	1991	2	8	10	20.0%
	1992	5	13	18	27.8%
	1993	4	28	32	12.5%
	1994	10	40	50	20.0%
	1995	3	42	45	6.7%
	1996	7	69	76	9.2%
	1997	19	107	126	15.1%
	1998	37	145	182	20.3%
	1999	24	138	162	14.8%
	2000	24	135	159	15.1%
	2001	23	144	167	13.8%
	2002	42	396	438	9.6%
	2003	26	153	179	14.5%
	2004	37	461	498	7.4%
	2005	9	131	140	6.4%
	2006	22	423	445	4.9%
	2007	2	54	56	3.6%
ST0001790 Total		305	2,514	2,819	10.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001797	1986	1	5	6	16.7%
	1987	3	8	11	27.3%
	1988	3	11	14	21.4%
	1989	0	10	10	0.0%
	1990	2	14	16	12.5%
	1991	4	15	19	21.1%
	1992	2	13	15	13.3%
	1993	3	25	28	10.7%
	1994	5	29	34	14.7%
	1995	4	38	42	9.5%
	1996	6	38	44	13.6%
	1997	14	66	80	17.5%
	1998	4	83	87	4.6%
	1999	6	65	71	8.5%
	2000	17	55	72	23.6%
	2001	10	52	62	16.1%
	2002	15	160	175	8.6%
	2003	5	47	52	9.6%
	2004	19	194	213	8.9%
	2005	0	46	46	0.0%
	2006	3	168	171	1.8%
	2007	0	13	13	0.0%
ST0001797 Total		126	1,155	1,281	9.8%
ST0001799	1986	1	14	15	6.7%
	1987	4	17	21	19.0%
	1988	2	28	30	6.7%
	1989	5	23	28	17.9%
	1990	1	31	32	3.1%
	1991	7	26	33	21.2%
	1992	6	44	50	12.0%
	1993	7	55	62	11.3%
	1994	11	110	121	9.1%
	1995	10	115	125	8.0%
	1996	11	89	100	11.0%
	1997	16	132	148	10.8%
	1998	23	165	188	12.2%
	1999	29	157	186	15.6%
	2000	28	123	151	18.5%
	2001	31	149	180	17.2%
	2002	48	470	518	9.3%
	2003	9	154	163	5.5%
	2004	19	511	530	3.6%
	2005	13	151	164	7.9%
	2006	9	469	478	1.9%
	2007	3	89	92	3.3%
ST0001799 Total		293	3,122	3,415	8.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001805	1986	8	23	31	25.8%
	1987	13	34	47	27.7%
	1988	9	49	58	15.5%
	1989	11	65	76	14.5%
	1990	11	58	69	15.9%
	1991	9	65	74	12.2%
	1992	22	107	129	17.1%
	1993	23	133	156	14.7%
	1994	26	191	217	12.0%
	1995	30	253	283	10.6%
	1996	56	235	291	19.2%
	1997	110	325	435	25.3%
	1998	93	448	541	17.2%
	1999	65	423	488	13.3%
	2000	50	374	424	11.8%
	2001	70	359	429	16.3%
	2002	111	795	906	12.3%
	2003	52	341	393	13.2%
	2004	70	915	985	7.1%
	2005	27	254	281	9.6%
	2006	35	745	780	4.5%
	2007	1	91	92	1.1%
ST0001805 Total		902	6,283	7,185	12.6%
ST0001815	1987	1	2	3	33.3%
	1989	2	4	6	33.3%
	1990	0	2	2	0.0%
	1991	0	3	3	0.0%
	1992	0	2	2	0.0%
	1993	1	5	6	16.7%
	1994	0	2	2	0.0%
	1995	0	5	5	0.0%
	1996	1	6	7	14.3%
	1997	3	10	13	23.1%
	1998	2	14	16	12.5%
	1999	1	13	14	7.1%
	2000	5	22	27	18.5%
	2001	4	19	23	17.4%
	2002	10	54	64	15.6%
	2003	4	22	26	15.4%
	2004	2	56	58	3.4%
	2005	1	18	19	5.3%
	2006	2	63	65	3.1%
	2007	1	15	16	6.3%
ST0001815 Total		40	337	377	10.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001825	1986	6	15	21	28.6%
	1987	9	22	31	29.0%
	1988	5	42	47	10.6%
	1989	7	37	44	15.9%
	1990	10	48	58	17.2%
	1991	10	48	58	17.2%
	1992	9	71	80	11.3%
	1993	15	99	114	13.2%
	1994	22	146	168	13.1%
	1995	29	205	234	12.4%
	1996	47	191	238	19.7%
	1997	50	268	318	15.7%
	1998	76	274	350	21.7%
	1999	45	317	362	12.4%
	2000	57	281	338	16.9%
	2001	63	240	303	20.8%
	2002	87	702	789	11.0%
	2003	42	221	263	16.0%
	2004	62	785	847	7.3%
	2005	13	198	211	6.2%
	2006	26	726	752	3.5%
	2007	1	85	86	1.2%
ST0001825 Total		691	5,021	5,712	12.1%
ST0001845	1986	1	1	2	50.0%
	1987	0	3	3	0.0%
	1988	0	1	1	0.0%
	1989	0	6	6	0.0%
	1990	0	2	2	0.0%
	1991	0	4	4	0.0%
	1992	0	2	2	0.0%
	1993	0	6	6	0.0%
	1994	0	7	7	0.0%
	1995	0	4	4	0.0%
	1996	2	4	6	33.3%
	1997	1	2	3	33.3%
	1998	3	10	13	23.1%
	1999	7	13	20	35.0%
	2000	2	20	22	9.1%
	2001	5	17	22	22.7%
	2002	7	44	51	13.7%
	2003	3	24	27	11.1%
	2004	10	46	56	17.9%
	2005	2	38	40	5.0%
	2006	3	76	79	3.8%
	2007	5	40	45	11.1%
ST0001845 Total		51	370	421	12.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001876	1986	7	20	27	25.9%
	1987	10	49	59	16.9%
	1988	6	63	69	8.7%
	1989	4	71	75	5.3%
	1990	7	74	81	8.6%
	1991	12	75	87	13.8%
	1992	14	97	111	12.6%
	1993	14	143	157	8.9%
	1994	21	251	272	7.7%
	1995	22	271	293	7.5%
	1996	55	265	320	17.2%
	1997	83	342	425	19.5%
	1998	92	450	542	17.0%
	1999	94	472	566	16.6%
	2000	67	318	385	17.4%
	2001	65	331	396	16.4%
	2002	116	1,052	1,168	9.9%
	2003	48	342	390	12.3%
	2004	84	1,123	1,207	7.0%
	2005	14	259	273	5.1%
	2006	32	995	1,027	3.1%
	2007	8	85	93	8.6%
ST0001876 Total		875	7,148	8,023	10.9%
ST0001889	1986	6	19	25	24.0%
	1987	6	24	30	20.0%
	1988	1	32	33	3.0%
	1989	5	28	33	15.2%
	1990	8	23	31	25.8%
	1991	6	42	48	12.5%
	1992	10	41	51	19.6%
	1993	4	69	73	5.5%
	1994	9	91	100	9.0%
	1995	10	143	153	6.5%
	1996	18	141	159	11.3%
	1997	35	185	220	15.9%
	1998	29	272	301	9.6%
	1999	35	255	290	12.1%
	2000	35	234	269	13.0%
	2001	31	272	303	10.2%
	2002	74	635	709	10.4%
	2003	40	486	526	7.6%
	2004	53	1,126	1,179	4.5%
	2005	23	633	656	3.5%
	2006	27	902	929	2.9%
	2007	8	324	332	2.4%
ST0001889 Total		473	5,977	6,450	7.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001896	1986	2	12	14	14.3%
	1987	1	14	15	6.7%
	1988	2	24	26	7.7%
	1989	5	29	34	14.7%
	1990	4	19	23	17.4%
	1991	3	26	29	10.3%
	1992	3	36	39	7.7%
	1993	5	46	51	9.8%
	1994	3	63	66	4.5%
	1995	11	103	114	9.6%
	1996	14	106	120	11.7%
	1997	20	133	153	13.1%
	1998	22	192	214	10.3%
	1999	26	217	243	10.7%
	2000	23	135	158	14.6%
	2001	33	161	194	17.0%
	2002	55	477	532	10.3%
	2003	14	203	217	6.5%
	2004	28	505	533	5.3%
	2005	15	158	173	8.7%
	2006	20	485	505	4.0%
	2007	14	175	189	7.4%
ST0001896 Total		323	3,319	3,642	8.9%
ST0001944	1986	4	8	12	33.3%
	1987	4	32	36	11.1%
	1988	3	33	36	8.3%
	1989	9	33	42	21.4%
	1990	5	55	60	8.3%
	1991	8	38	46	17.4%
	1992	6	56	62	9.7%
	1993	11	77	88	12.5%
	1994	13	95	108	12.0%
	1995	11	151	162	6.8%
	1996	25	152	177	14.1%
	1997	50	217	267	18.7%
	1998	58	300	358	16.2%
	1999	38	314	352	10.8%
	2000	44	204	248	17.7%
	2001	62	270	332	18.7%
	2002	81	841	922	8.8%
	2003	36	309	345	10.4%
	2004	62	950	1,012	6.1%
	2005	13	269	282	4.6%
	2006	30	949	979	3.1%
	2007	10	156	166	6.0%
ST0001944 Total		583	5,509	6,092	9.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001969	1986	0	6	6	0.0%
	1987	0	7	7	0.0%
	1988	2	7	9	22.2%
	1989	1	12	13	7.7%
	1990	0	8	8	0.0%
	1991	0	15	15	0.0%
	1992	2	15	17	11.8%
	1993	1	24	25	4.0%
	1994	2	47	49	4.1%
	1995	6	68	74	8.1%
	1996	8	65	73	11.0%
	1997	17	115	132	12.9%
	1998	17	120	137	12.4%
	1999	22	156	178	12.4%
	2000	11	90	101	10.9%
	2001	15	119	134	11.2%
	2002	25	488	513	4.9%
	2003	11	143	154	7.1%
	2004	23	541	564	4.1%
	2005	4	136	140	2.9%
	2006	6	531	537	1.1%
	2007	3	51	54	5.6%
ST0001969 Total		176	2,764	2,940	6.0%
ST0001970	1986	4	8	12	33.3%
	1987	9	23	32	28.1%
	1988	4	21	25	16.0%
	1989	7	17	24	29.2%
	1990	5	24	29	17.2%
	1991	6	23	29	20.7%
	1992	5	45	50	10.0%
	1993	4	59	63	6.3%
	1994	8	61	69	11.6%
	1995	12	106	118	10.2%
	1996	19	96	115	16.5%
	1997	23	147	170	13.5%
	1998	28	195	223	12.6%
	1999	28	262	290	9.7%
	2000	28	127	155	18.1%
	2001	31	179	210	14.8%
	2002	63	685	748	8.4%
	2003	17	192	209	8.1%
	2004	36	794	830	4.3%
	2005	15	204	219	6.8%
	2006	21	737	758	2.8%
	2007	13	130	143	9.1%
ST0001970 Total		386	4,135	4,521	8.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002018	1986	2	7	9	22.2%
	1987	1	13	14	7.1%
	1988	2	10	12	16.7%
	1989	4	13	17	23.5%
	1990	0	7	7	0.0%
	1991	1	23	24	4.2%
	1992	7	22	29	24.1%
	1993	7	23	30	23.3%
	1994	4	53	57	7.0%
	1995	4	63	67	6.0%
	1996	11	53	64	17.2%
	1997	12	100	112	10.7%
	1998	18	121	139	12.9%
	1999	11	136	147	7.5%
	2000	9	86	95	9.5%
	2001	14	85	99	14.1%
	2002	25	307	332	7.5%
	2003	10	75	85	11.8%
	2004	13	298	311	4.2%
	2005	8	73	81	9.9%
	2006	4	253	257	1.6%
	2007	1	30	31	3.2%
ST0002018 Total		168	1,851	2,019	8.3%
ST0002020	1986	0	4	4	0.0%
	1987	3	2	5	60.0%
	1988	1	5	6	16.7%
	1989	0	9	9	0.0%
	1990	2	9	11	18.2%
	1991	0	11	11	0.0%
	1992	1	17	18	5.6%
	1993	0	19	19	0.0%
	1994	3	19	22	13.6%
	1995	3	26	29	10.3%
	1996	8	31	39	20.5%
	1997	8	43	51	15.7%
	1998	10	71	81	12.3%
	1999	11	79	90	12.2%
	2000	12	63	75	16.0%
	2001	19	64	83	22.9%
	2002	25	252	277	9.0%
	2003	21	116	137	15.3%
	2004	22	430	452	4.9%
	2005	11	99	110	10.0%
	2006	11	412	423	2.6%
	2007	6	96	102	5.9%
ST0002020 Total		177	1,877	2,054	8.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002026	1986	4	7	11	36.4%
	1987	3	19	22	13.6%
	1988	3	20	23	13.0%
	1989	3	17	20	15.0%
	1990	3	13	16	18.8%
	1991	1	22	23	4.3%
	1992	3	23	26	11.5%
	1993	2	39	41	4.9%
	1994	4	50	54	7.4%
	1995	8	72	80	10.0%
	1996	13	84	97	13.4%
	1997	21	102	123	17.1%
	1998	26	106	132	19.7%
	1999	19	137	156	12.2%
	2000	21	82	103	20.4%
	2001	24	71	95	25.3%
	2002	37	286	323	11.5%
	2003	16	104	120	13.3%
	2004	29	296	325	8.9%
	2005	6	76	82	7.3%
	2006	18	283	301	6.0%
	2007	9	53	62	14.5%
ST0002026 Total		273	1,962	2,235	12.2%
ST0002060	1986	3	11	14	21.4%
	1987	2	19	21	9.5%
	1988	4	26	30	13.3%
	1989	4	21	25	16.0%
	1990	5	24	29	17.2%
	1991	6	21	27	22.2%
	1992	10	31	41	24.4%
	1993	8	51	59	13.6%
	1994	10	80	90	11.1%
	1995	11	114	125	8.8%
	1996	20	122	142	14.1%
	1997	36	134	170	21.2%
	1998	35	197	232	15.1%
	1999	33	193	226	14.6%
	2000	25	160	185	13.5%
	2001	19	136	155	12.3%
	2002	49	514	563	8.7%
	2003	20	170	190	10.5%
	2004	37	536	573	6.5%
	2005	20	116	136	14.7%
	2006	26	511	537	4.8%
	2007	0	37	37	0.0%
ST0002060 Total		383	3,224	3,607	10.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002070	1986	0	2	2	0.0%
	1987	0	2	2	0.0%
	1988	0	1	1	0.0%
	1990	1	0	1	100.0%
	1991	0	1	1	0.0%
	1992	0	3	3	0.0%
	1993	2	9	11	18.2%
	1994	3	9	12	25.0%
	1995	1	15	16	6.3%
	1996	3	26	29	10.3%
	1997	7	12	19	36.8%
	1998	5	31	36	13.9%
	1999	7	26	33	21.2%
	2000	13	29	42	31.0%
	2001	8	38	46	17.4%
	2002	17	129	146	11.6%
	2003	5	37	42	11.9%
	2004	10	170	180	5.6%
	2005	6	41	47	12.8%
	2006	9	184	193	4.7%
	2007	0	20	20	0.0%
ST0002070 Total		97	785	882	11.0%
ST0002120	1985	0	1	1	0.0%
	1986	0	8	8	0.0%
	1987	1	10	11	9.1%
	1988	4	13	17	23.5%
	1989	5	17	22	22.7%
	1990	3	20	23	13.0%
	1991	5	17	22	22.7%
	1992	5	21	26	19.2%
	1993	5	20	25	20.0%
	1994	2	34	36	5.6%
	1995	4	65	69	5.8%
	1996	11	67	78	14.1%
	1997	7	87	94	7.4%
	1998	9	110	119	7.6%
	1999	18	136	154	11.7%
	2000	13	96	109	11.9%
	2001	17	96	113	15.0%
	2002	17	357	374	4.5%
	2003	16	94	110	14.5%
	2004	19	417	436	4.4%
	2005	4	97	101	4.0%
	2006	10	431	441	2.3%
	2007	3	32	35	8.6%
ST0002120 Total		178	2,246	2,424	7.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002133	1982	0	1	1	0.0%
	1986	1	9	10	10.0%
	1987	2	10	12	16.7%
	1988	2	15	17	11.8%
	1989	4	14	18	22.2%
	1990	4	27	31	12.9%
	1991	0	24	24	0.0%
	1992	6	21	27	22.2%
	1993	4	52	56	7.1%
	1994	4	62	66	6.1%
	1995	3	102	105	2.9%
	1996	31	101	132	23.5%
	1997	18	110	128	14.1%
	1998	27	161	188	14.4%
	1999	31	190	221	14.0%
	2000	25	134	159	15.7%
	2001	27	162	189	14.3%
	2002	53	449	502	10.6%
	2003	23	167	190	12.1%
	2004	42	573	615	6.8%
	2005	18	175	193	9.3%
	2006	25	531	556	4.5%
	2007	19	129	148	12.8%
ST0002133 Total		369	3,219	3,588	10.3%
ST0002141	1986	1	2	3	33.3%
	1987	2	3	5	40.0%
	1988	0	11	11	0.0%
	1989	2	9	11	18.2%
	1990	2	10	12	16.7%
	1991	1	11	12	8.3%
	1992	0	11	11	0.0%
	1993	2	19	21	9.5%
	1994	4	22	26	15.4%
	1995	5	53	58	8.6%
	1996	8	33	41	19.5%
	1997	9	50	59	15.3%
	1998	10	73	83	12.0%
	1999	11	76	87	12.6%
	2000	16	86	102	15.7%
	2001	16	82	98	16.3%
	2002	13	247	260	5.0%
	2003	12	104	116	10.3%
	2004	22	326	348	6.3%
	2005	6	77	83	7.2%
	2006	6	302	308	1.9%
	2007	0	30	30	0.0%
ST0002141 Total		148	1,637	1,785	8.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002149	1986	2	4	6	33.3%
	1987	1	8	9	11.1%
	1988	3	11	14	21.4%
	1989	2	14	16	12.5%
	1990	5	12	17	29.4%
	1991	6	23	29	20.7%
	1992	9	31	40	22.5%
	1993	8	22	30	26.7%
	1994	10	41	51	19.6%
	1995	9	68	77	11.7%
	1996	21	62	83	25.3%
	1997	30	71	101	29.7%
	1998	20	115	135	14.8%
	1999	18	101	119	15.1%
	2000	27	90	117	23.1%
	2001	23	109	132	17.4%
	2002	26	234	260	10.0%
	2003	10	105	115	8.7%
	2004	20	266	286	7.0%
	2005	9	106	115	7.8%
	2006	18	296	314	5.7%
	2007	15	125	140	10.7%
ST0002149 Total		292	1,914	2,206	13.2%
ST0002153	1986	2	13	15	13.3%
	1987	2	18	20	10.0%
	1988	0	34	34	0.0%
	1989	5	45	50	10.0%
	1990	1	32	33	3.0%
	1991	2	41	43	4.7%
	1992	5	50	55	9.1%
	1993	8	77	85	9.4%
	1994	5	80	85	5.9%
	1995	8	105	113	7.1%
	1996	21	118	139	15.1%
	1997	19	156	175	10.9%
	1998	33	232	265	12.5%
	1999	25	199	224	11.2%
	2000	21	138	159	13.2%
	2001	31	150	181	17.1%
	2002	48	564	612	7.8%
	2003	17	183	200	8.5%
	2004	37	676	713	5.2%
	2005	8	134	142	5.6%
	2006	9	560	569	1.6%
	2007	1	47	48	2.1%
ST0002153 Total		308	3,652	3,960	7.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002178	1984	0	1	1	0.0%
	1985	0	3	3	0.0%
	1986	1	8	9	11.1%
	1987	2	24	26	7.7%
	1988	3	20	23	13.0%
	1989	2	19	21	9.5%
	1990	2	23	25	8.0%
	1991	3	45	48	6.3%
	1992	2	42	44	4.5%
	1993	4	53	57	7.0%
	1994	4	55	59	6.8%
	1995	3	89	92	3.3%
	1996	12	78	90	13.3%
	1997	13	107	120	10.8%
	1998	22	129	151	14.6%
	1999	9	161	170	5.3%
	2000	16	114	130	12.3%
	2001	26	128	154	16.9%
	2002	40	343	383	10.4%
	2003	15	128	143	10.5%
	2004	18	442	460	3.9%
	2005	8	104	112	7.1%
	2006	12	367	379	3.2%
	2007	3	30	33	9.1%
ST0002178 Total		220	2,513	2,733	8.0%
ST0002181	1985	0	1	1	0.0%
	1986	2	14	16	12.5%
	1987	2	27	29	6.9%
	1988	10	42	52	19.2%
	1989	3	32	35	8.6%
	1990	11	55	66	16.7%
	1991	2	52	54	3.7%
	1992	9	61	70	12.9%
	1993	12	102	114	10.5%
	1994	6	121	127	4.7%
	1995	12	180	192	6.3%
	1996	27	184	211	12.8%
	1997	34	253	287	11.8%
	1998	50	364	414	12.1%
	1999	61	405	466	13.1%
	2000	39	225	264	14.8%
	2001	52	301	353	14.7%
	2002	86	1,010	1,096	7.8%
	2003	29	315	344	8.4%
	2004	54	1,138	1,192	4.5%
	2005	18	280	298	6.0%
	2006	27	1,112	1,139	2.4%
	2007	18	133	151	11.9%
ST0002181 Total		564	6,407	6,971	8.1%
	1986	3	18	21	14.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002233	1987	5	27	32	15.6%
	1988	7	36	43	16.3%
	1989	11	49	60	18.3%
	1990	6	46	52	11.5%
	1991	8	58	66	12.1%
	1992	17	84	101	16.8%
	1993	16	113	129	12.4%
	1994	16	167	183	8.7%
	1995	22	195	217	10.1%
	1996	46	188	234	19.7%
	1997	76	274	350	21.7%
	1998	51	265	316	16.1%
	1999	77	264	341	22.6%
	2000	65	282	347	18.7%
	2001	75	272	347	21.6%
	2002	72	632	704	10.2%
	2003	45	277	322	14.0%
	2004	47	640	687	6.8%
	2005	23	230	253	9.1%
	2006	41	551	592	6.9%
	2007	14	124	138	10.1%
ST0002233 Total		743	4,792	5,535	13.4%
ST0002267	1986	1	2	3	33.3%
	1987	0	6	6	0.0%
	1988	1	5	6	16.7%
	1989	0	13	13	0.0%
	1990	1	5	6	16.7%
	1991	3	12	15	20.0%
	1992	6	17	23	26.1%
	1993	2	26	28	7.1%
	1994	2	40	42	4.8%
	1995	6	59	65	9.2%
	1996	7	30	37	18.9%
	1997	8	57	65	12.3%
	1998	4	77	81	4.9%
	1999	5	70	75	6.7%
	2000	8	54	62	12.9%
	2001	6	51	57	10.5%
	2002	16	217	233	6.9%
	2003	10	76	86	11.6%
	2004	11	277	288	3.8%
	2005	1	65	66	1.5%
	2006	13	254	267	4.9%
	2007	6	73	79	7.6%
ST0002267 Total		117	1,486	1,603	7.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002280	1985	1	0	1	100.0%
	1986	1	5	6	16.7%
	1987	3	3	6	50.0%
	1988	1	8	9	11.1%
	1989	0	11	11	0.0%
	1990	1	8	9	11.1%
	1991	0	9	9	0.0%
	1992	0	16	16	0.0%
	1993	2	18	20	10.0%
	1994	3	27	30	10.0%
	1995	3	34	37	8.1%
	1996	5	38	43	11.6%
	1997	13	55	68	19.1%
	1998	8	56	64	12.5%
	1999	13	66	79	16.5%
	2000	12	63	75	16.0%
	2001	8	80	88	9.1%
	2002	16	212	228	7.0%
	2003	8	71	79	10.1%
	2004	11	238	249	4.4%
	2005	4	53	57	7.0%
	2006	10	222	232	4.3%
	2007	3	10	13	23.1%
ST0002280 Total		126	1,303	1,429	8.8%
ST0002304	1986	0	10	10	0.0%
	1987	2	22	24	8.3%
	1988	3	24	27	11.1%
	1989	6	25	31	19.4%
	1990	5	25	30	16.7%
	1991	5	38	43	11.6%
	1992	7	45	52	13.5%
	1993	5	72	77	6.5%
	1994	3	86	89	3.4%
	1995	5	136	141	3.5%
	1996	21	113	134	15.7%
	1997	29	140	169	17.2%
	1998	29	188	217	13.4%
	1999	29	175	204	14.2%
	2000	27	162	189	14.3%
	2001	43	161	204	21.1%
	2002	51	434	485	10.5%
	2003	20	131	151	13.2%
	2004	28	492	520	5.4%
	2005	10	101	111	9.0%
	2006	26	419	445	5.8%
	2007	7	68	75	9.3%
ST0002304 Total		361	3,067	3,428	10.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002318	1986	2	7	9	22.2%
	1987	3	7	10	30.0%
	1988	5	4	9	55.6%
	1989	1	8	9	11.1%
	1990	4	12	16	25.0%
	1991	4	13	17	23.5%
	1992	6	18	24	25.0%
	1993	4	27	31	12.9%
	1994	4	31	35	11.4%
	1995	4	48	52	7.7%
	1996	11	30	41	26.8%
	1997	9	56	65	13.8%
	1998	10	71	81	12.3%
	1999	10	43	53	18.9%
	2000	21	46	67	31.3%
	2001	11	37	48	22.9%
	2002	14	95	109	12.8%
	2003	3	30	33	9.1%
	2004	6	95	101	5.9%
	2005	1	32	33	3.0%
	2006	7	64	71	9.9%
	2007		3	3	0.0%
ST0002318 Total		140	777	917	15.3%
ST0002330	1986	6	7	13	46.2%
	1987	6	24	30	20.0%
	1988	5	27	32	15.6%
	1989	3	19	22	13.6%
	1990	1	22	23	4.3%
	1991	5	26	31	16.1%
	1992	3	27	30	10.0%
	1993	2	56	58	3.4%
	1994	8	73	81	9.9%
	1995	3	89	92	3.3%
	1996	18	90	108	16.7%
	1997	33	119	152	21.7%
	1998	17	146	163	10.4%
	1999	34	174	208	16.3%
	2000	31	132	163	19.0%
	2001	32	135	167	19.2%
	2002	47	381	428	11.0%
	2003	20	123	143	14.0%
	2004	33	502	535	6.2%
	2005	11	108	119	9.2%
	2006	22	412	434	5.1%
	2007	3	35	38	7.9%
ST0002330 Total		343	2,727	3,070	11.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002340	1986	0	1	1	0.0%
	1987	0	7	7	0.0%
	1988	0	1	1	0.0%
	1989	1	3	4	25.0%
	1990	0	8	8	0.0%
	1991	1	2	3	33.3%
	1992	0	16	16	0.0%
	1993	0	10	10	0.0%
	1994	1	14	15	6.7%
	1995	2	11	13	15.4%
	1996	1	32	33	3.0%
	1997	3	30	33	9.1%
	1998	4	50	54	7.4%
	1999	0	49	49	0.0%
	2000	7	42	49	14.3%
	2001	11	68	79	13.9%
	2002	24	142	166	14.5%
	2003	6	66	72	8.3%
	2004	8	211	219	3.7%
	2005	6	84	90	6.7%
	2006	12	221	233	5.2%
	2007	13	115	128	10.2%
ST0002340 Total		100	1,183	1,283	7.8%
ST0002358	1986	0	4	4	0.0%
	1987	1	5	6	16.7%
	1988	1	5	6	16.7%
	1989	2	9	11	18.2%
	1990	2	10	12	16.7%
	1991	1	8	9	11.1%
	1992	3	16	19	15.8%
	1993	0	19	19	0.0%
	1994	4	36	40	10.0%
	1995	4	36	40	10.0%
	1996	6	41	47	12.8%
	1997	11	48	59	18.6%
	1998	13	75	88	14.8%
	1999	12	83	95	12.6%
	2000	16	66	82	19.5%
	2001	10	68	78	12.8%
	2002	15	185	200	7.5%
	2003	6	78	84	7.1%
	2004	10	258	268	3.7%
	2005	6	87	93	6.5%
	2006	6	221	227	2.6%
	2007	0	20	20	0.0%
ST0002358 Total		129	1,378	1,507	8.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002365	1985	1	1	2	50.0%
	1986	0	5	5	0.0%
	1987	5	9	14	35.7%
	1988	0	14	14	0.0%
	1989	6	13	19	31.6%
	1990	5	25	30	16.7%
	1991	3	26	29	10.3%
	1992	4	28	32	12.5%
	1993	6	52	58	10.3%
	1994	5	85	90	5.6%
	1995	8	86	94	8.5%
	1996	24	80	104	23.1%
	1997	26	135	161	16.1%
	1998	34	165	199	17.1%
	1999	21	148	169	12.4%
	2000	30	129	159	18.9%
	2001	24	107	131	18.3%
	2002	42	397	439	9.6%
	2003	12	152	164	7.3%
	2004	22	460	482	4.6%
	2005	10	124	134	7.5%
	2006	12	395	407	2.9%
	2007	2	35	37	5.4%
ST0002365 Total		302	2,671	2,973	10.2%
ST0002373	1985	1	0	1	100.0%
	1986	6	20	26	23.1%
	1987	6	39	45	13.3%
	1988	7	48	55	12.7%
	1989	7	48	55	12.7%
	1990	3	43	46	6.5%
	1991	5	54	59	8.5%
	1992	12	72	84	14.3%
	1993	7	98	105	6.7%
	1994	22	133	155	14.2%
	1995	15	175	190	7.9%
	1996	31	177	208	14.9%
	1997	52	240	292	17.8%
	1998	50	297	347	14.4%
	1999	51	294	345	14.8%
	2000	39	206	245	15.9%
	2001	30	224	254	11.8%
	2002	72	742	814	8.8%
	2003	30	233	263	11.4%
	2004	47	861	908	5.2%
	2005	10	185	195	5.1%
	2006	25	639	664	3.8%
	2007	6	62	68	8.8%
ST0002373 Total		534	4,890	5,424	9.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002380	1986	4	11	15	26.7%
	1987	2	14	16	12.5%
	1988	2	12	14	14.3%
	1989	2	14	16	12.5%
	1990	1	16	17	5.9%
	1991	2	13	15	13.3%
	1992	2	35	37	5.4%
	1993	5	29	34	14.7%
	1994	3	49	52	5.8%
	1995	8	58	66	12.1%
	1996	9	62	71	12.7%
	1997	18	91	109	16.5%
	1998	18	108	126	14.3%
	1999	14	100	114	12.3%
	2000	18	95	113	15.9%
	2001	18	83	101	17.8%
	2002	26	326	352	7.4%
	2003	5	121	126	4.0%
	2004	16	361	377	4.2%
	2005	0	82	82	0.0%
	2006	9	331	340	2.6%
	2007	1	17	18	5.6%
ST0002380 Total		183	2,028	2,211	8.3%
ST0002419	1986	2	1	3	66.7%
	1987	2	11	13	15.4%
	1988	6	20	26	23.1%
	1989	5	17	22	22.7%
	1990	2	21	23	8.7%
	1991	2	27	29	6.9%
	1992	5	44	49	10.2%
	1993	6	52	58	10.3%
	1994	4	69	73	5.5%
	1995	11	85	96	11.5%
	1996	9	81	90	10.0%
	1997	15	132	147	10.2%
	1998	14	141	155	9.0%
	1999	18	172	190	9.5%
	2000	14	95	109	12.8%
	2001	22	98	120	18.3%
	2002	45	368	413	10.9%
	2003	8	121	129	6.2%
	2004	25	444	469	5.3%
	2005	8	111	119	6.7%
	2006	16	392	408	3.9%
	2007	22	200	222	9.9%
ST0002419 Total		261	2,702	2,963	8.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002427	1986	1	13	14	7.1%
	1987	5	10	15	33.3%
	1988	6	16	22	27.3%
	1989	8	17	25	32.0%
	1990	4	17	21	19.0%
	1991	1	17	18	5.6%
	1992	7	18	25	28.0%
	1993	9	40	49	18.4%
	1994	5	65	70	7.1%
	1995	3	78	81	3.7%
	1996	6	67	73	8.2%
	1997	15	126	141	10.6%
	1998	16	117	133	12.0%
	1999	15	152	167	9.0%
	2000	15	131	146	10.3%
	2001	20	113	133	15.0%
	2002	40	340	380	10.5%
	2003	16	157	173	9.2%
	2004	30	353	383	7.8%
	2005	30	146	176	17.0%
	2006	44	405	449	9.8%
	2007	91	535	626	14.5%
ST0002427 Total		387	2,933	3,320	11.7%
ST0002467	1986	0	1	1	0.0%
	1987	1	3	4	25.0%
	1988	1	1	2	50.0%
	1989	2	3	5	40.0%
	1990	1	4	5	20.0%
	1991	2	7	9	22.2%
	1992	0	7	7	0.0%
	1993	0	12	12	0.0%
	1994	3	13	16	18.8%
	1995	1	16	17	5.9%
	1996	4	19	23	17.4%
	1997	5	29	34	14.7%
	1998	10	28	38	26.3%
	1999	5	42	47	10.6%
	2000	5	27	32	15.6%
	2001	13	44	57	22.8%
	2002	11	77	88	12.5%
	2003	4	40	44	9.1%
	2004	5	96	101	5.0%
	2005	3	47	50	6.0%
	2006	6	101	107	5.6%
	2007	3	24	27	11.1%
ST0002467 Total		85	641	726	11.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002493	1985	0	1	1	0.0%
	1986	4	14	18	22.2%
	1987	6	23	29	20.7%
	1988	6	30	36	16.7%
	1989	2	34	36	5.6%
	1990	6	29	35	17.1%
	1991	6	36	42	14.3%
	1992	3	56	59	5.1%
	1993	11	66	77	14.3%
	1994	11	86	97	11.3%
	1995	8	125	133	6.0%
	1996	18	139	157	11.5%
	1997	27	224	251	10.8%
	1998	34	260	294	11.6%
	1999	35	311	346	10.1%
	2000	30	259	289	10.4%
	2001	37	241	278	13.3%
	2002	59	906	965	6.1%
	2003	21	284	305	6.9%
	2004	38	1,153	1,191	3.2%
	2005	13	247	260	5.0%
	2006	19	1,015	1,034	1.8%
	2007	2	93	95	2.1%
ST0002493 Total		396	5,632	6,028	6.6%
ST0002540	1984	0	1	1	0.0%
	1986	4	7	11	36.4%
	1987	2	13	15	13.3%
	1988	4	5	9	44.4%
	1989	3	16	19	15.8%
	1990	1	19	20	5.0%
	1991	4	19	23	17.4%
	1992	3	26	29	10.3%
	1993	5	39	44	11.4%
	1994	5	55	60	8.3%
	1995	5	64	69	7.2%
	1996	15	64	79	19.0%
	1997	13	86	99	13.1%
	1998	18	141	159	11.3%
	1999	14	136	150	9.3%
	2000	14	87	101	13.9%
	2001	28	96	124	22.6%
	2002	32	362	394	8.1%
	2003	9	126	135	6.7%
	2004	21	395	416	5.0%
	2005	7	123	130	5.4%
	2006	13	437	450	2.9%
	2007	1	76	77	1.3%
ST0002540 Total		221	2,393	2,614	8.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002560	1986	2	11	13	15.4%
	1987	3	8	11	27.3%
	1988	3	15	18	16.7%
	1989	5	17	22	22.7%
	1990	3	26	29	10.3%
	1991	2	29	31	6.5%
	1992	4	36	40	10.0%
	1993	2	55	57	3.5%
	1994	7	83	90	7.8%
	1995	9	122	131	6.9%
	1996	25	126	151	16.6%
	1997	23	173	196	11.7%
	1998	37	209	246	15.0%
	1999	51	233	284	18.0%
	2000	24	175	199	12.1%
	2001	35	186	221	15.8%
	2002	64	739	803	8.0%
	2003	25	234	259	9.7%
	2004	41	871	912	4.5%
	2005	11	230	241	4.6%
	2006	28	819	847	3.3%
	2007	11	149	160	6.9%
ST0002560 Total		415	4,546	4,961	8.4%
ST0002573	1984	0	1	1	0.0%
	1985	0	1	1	0.0%
	1986	4	19	23	17.4%
	1987	3	19	22	13.6%
	1988	7	20	27	25.9%
	1989	4	29	33	12.1%
	1990	3	23	26	11.5%
	1991	7	26	33	21.2%
	1992	4	41	45	8.9%
	1993	4	70	74	5.4%
	1994	4	66	70	5.7%
	1995	7	108	115	6.1%
	1996	17	89	106	16.0%
	1997	25	112	137	18.2%
	1998	18	147	165	10.9%
	1999	20	146	166	12.0%
	2000	30	126	156	19.2%
	2001	31	120	151	20.5%
	2002	51	414	465	11.0%
	2003	21	131	152	13.8%
	2004	24	466	490	4.9%
	2005	14	143	157	8.9%
	2006	26	431	457	5.7%
	2007	20	114	134	14.9%
ST0002573 Total		344	2,862	3,206	10.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002578	1986	0	4	4	0.0%
	1987	1	7	8	12.5%
	1988	3	4	7	42.9%
	1989	1	2	3	33.3%
	1990	6	4	10	60.0%
	1991	2	8	10	20.0%
	1992	2	7	9	22.2%
	1993	3	7	10	30.0%
	1994	2	20	22	9.1%
	1995	2	26	28	7.1%
	1996	8	35	43	18.6%
	1997	5	31	36	13.9%
	1998	5	55	60	8.3%
	1999	6	58	64	9.4%
	2000	10	54	64	15.6%
	2001	8	64	72	11.1%
	2002	18	174	192	9.4%
	2003	9	85	94	9.6%
	2004	23	264	287	8.0%
	2005	13	128	141	9.2%
	2006	22	353	375	5.9%
	2007	13	166	179	7.3%
ST0002578 Total		162	1,556	1,718	9.4%
ST0002593	1986	3	5	8	37.5%
	1987	0	8	8	0.0%
	1988	2	12	14	14.3%
	1989	5	15	20	25.0%
	1990	4	16	20	20.0%
	1991	3	25	28	10.7%
	1992	4	29	33	12.1%
	1993	4	31	35	11.4%
	1994	5	52	57	8.8%
	1995	8	82	90	8.9%
	1996	22	91	113	19.5%
	1997	23	126	149	15.4%
	1998	33	144	177	18.6%
	1999	26	156	182	14.3%
	2000	30	154	184	16.3%
	2001	24	143	167	14.4%
	2002	46	399	445	10.3%
	2003	19	178	197	9.6%
	2004	35	442	477	7.3%
	2005	6	114	120	5.0%
	2006	14	420	434	3.2%
	2007	3	73	76	3.9%
ST0002593 Total		319	2,715	3,034	10.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002603	1986	1	4	5	20.0%
	1987	0	5	5	0.0%
	1988	3	3	6	50.0%
	1989	0	11	11	0.0%
	1990	4	5	9	44.4%
	1991	2	8	10	20.0%
	1992	0	22	22	0.0%
	1993	0	20	20	0.0%
	1994	1	32	33	3.0%
	1995	4	45	49	8.2%
	1996	5	29	34	14.7%
	1997	6	39	45	13.3%
	1998	6	58	64	9.4%
	1999	10	58	68	14.7%
	2000	7	52	59	11.9%
	2001	10	67	77	13.0%
	2002	15	181	196	7.7%
	2003	9	80	89	10.1%
	2004	13	233	246	5.3%
	2005	6	56	62	9.7%
	2006	7	230	237	3.0%
	2007	0	27	27	0.0%
ST0002603 Total		109	1,265	1,374	7.9%
ST0002631	1986	3	0	3	100.0%
	1987	1	7	8	12.5%
	1988	1	6	7	14.3%
	1989	3	14	17	17.6%
	1990	0	10	10	0.0%
	1991	1	10	11	9.1%
	1992	1	17	18	5.6%
	1993	3	22	25	12.0%
	1994	2	33	35	5.7%
	1995	8	43	51	15.7%
	1996	11	43	54	20.4%
	1997	9	60	69	13.0%
	1998	8	61	69	11.6%
	1999	15	78	93	16.1%
	2000	8	62	70	11.4%
	2001	7	50	57	12.3%
	2002	16	210	226	7.1%
	2003	5	68	73	6.8%
	2004	20	241	261	7.7%
	2005	7	60	67	10.4%
	2006	10	219	229	4.4%
	2007	0	12	12	0.0%
ST0002631 Total		139	1,326	1,465	9.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002651	1986	1	6	7	14.3%
	1987	2	4	6	33.3%
	1988	2	14	16	12.5%
	1989	1	12	13	7.7%
	1990	2	8	10	20.0%
	1991	0	8	8	0.0%
	1992	3	15	18	16.7%
	1993	0	19	19	0.0%
	1994	1	30	31	3.2%
	1995	4	34	38	10.5%
	1996	3	28	31	9.7%
	1997	7	49	56	12.5%
	1998	11	45	56	19.6%
	1999	7	62	69	10.1%
	2000	7	30	37	18.9%
	2001	6	39	45	13.3%
	2002	16	128	144	11.1%
	2003	4	50	54	7.4%
	2004	6	157	163	3.7%
	2005	3	30	33	9.1%
	2006	7	180	187	3.7%
	2007	0	18	18	0.0%
ST0002651 Total		93	966	1,059	8.8%
ST0002652	1986	8	9	17	47.1%
	1987	3	29	32	9.4%
	1988	7	30	37	18.9%
	1989	7	41	48	14.6%
	1990	9	34	43	20.9%
	1991	5	48	53	9.4%
	1992	7	45	52	13.5%
	1993	10	67	77	13.0%
	1994	9	120	129	7.0%
	1995	12	158	170	7.1%
	1996	28	134	162	17.3%
	1997	42	199	241	17.4%
	1998	30	244	274	10.9%
	1999	41	256	297	13.8%
	2000	35	211	246	14.2%
	2001	33	187	220	15.0%
	2002	88	731	819	10.7%
	2003	23	205	228	10.1%
	2004	54	801	855	6.3%
	2005	12	167	179	6.7%
	2006	24	677	701	3.4%
	2007	0	55	55	0.0%
ST0002652 Total		487	4,448	4,935	9.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002672	1986	4	37	41	9.8%
	1987	6	24	30	20.0%
	1988	1	37	38	2.6%
	1989	5	55	60	8.3%
	1990	5	52	57	8.8%
	1991	3	55	58	5.2%
	1992	8	70	78	10.3%
	1993	10	103	113	8.8%
	1994	6	171	177	3.4%
	1995	7	224	231	3.0%
	1996	36	178	214	16.8%
	1997	42	332	374	11.2%
	1998	45	355	400	11.3%
	1999	57	411	468	12.2%
	2000	48	288	336	14.3%
	2001	45	319	364	12.4%
	2002	97	1,160	1,257	7.7%
	2003	34	349	383	8.9%
	2004	71	1,282	1,353	5.2%
	2005	20	289	309	6.5%
	2006	33	1,221	1,254	2.6%
	2007	4	127	131	3.1%
ST0002672 Total		587	7,139	7,726	7.6%
ST0002722	1986	0	4	4	0.0%
	1987	1	12	13	7.7%
	1988	3	7	10	30.0%
	1989	0	15	15	0.0%
	1990	2	13	15	13.3%
	1991	3	16	19	15.8%
	1992	3	18	21	14.3%
	1993	2	30	32	6.3%
	1994	4	41	45	8.9%
	1995	3	56	59	5.1%
	1996	10	67	77	13.0%
	1997	10	83	93	10.8%
	1998	12	119	131	9.2%
	1999	9	125	134	6.7%
	2000	19	88	107	17.8%
	2001	16	108	124	12.9%
	2002	18	344	362	5.0%
	2003	3	127	130	2.3%
	2004	16	442	458	3.5%
	2005	7	112	119	5.9%
	2006	14	405	419	3.3%
	2007	2	18	20	10.0%
ST0002722 Total		157	2,250	2,407	6.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002740	1986	0	9	9	0.0%
	1987	2	13	15	13.3%
	1988	3	16	19	15.8%
	1989	5	19	24	20.8%
	1990	2	17	19	10.5%
	1991	3	15	18	16.7%
	1992	3	44	47	6.4%
	1993	5	55	60	8.3%
	1994	14	82	96	14.6%
	1995	13	90	103	12.6%
	1996	19	135	154	12.3%
	1997	25	149	174	14.4%
	1998	39	207	246	15.9%
	1999	34	215	249	13.7%
	2000	34	142	176	19.3%
	2001	39	145	184	21.2%
	2002	41	502	543	7.6%
	2003	23	173	196	11.7%
	2004	27	644	671	4.0%
	2005	8	158	166	4.8%
	2006	45	640	685	6.6%
	2007	3	40	43	7.0%
ST0002740 Total		387	3,510	3,897	9.9%
ST0002744	1986	9	18	27	33.3%
	1987	8	28	36	22.2%
	1988	7	33	40	17.5%
	1989	4	36	40	10.0%
	1990	3	33	36	8.3%
	1991	6	33	39	15.4%
	1992	12	68	80	15.0%
	1993	13	82	95	13.7%
	1994	13	110	123	10.6%
	1995	17	150	167	10.2%
	1996	24	144	168	14.3%
	1997	26	204	230	11.3%
	1998	22	247	269	8.2%
	1999	29	267	296	9.8%
	2000	36	163	199	18.1%
	2001	42	171	213	19.7%
	2002	66	695	761	8.7%
	2003	18	190	208	8.7%
	2004	45	769	814	5.5%
	2005	12	169	181	6.6%
	2006	20	678	698	2.9%
	2007	0	40	40	0.0%
ST0002744 Total		432	4,328	4,760	9.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002822	1986	8	13	21	38.1%
	1987	8	35	43	18.6%
	1988	4	39	43	9.3%
	1989	8	51	59	13.6%
	1990	8	45	53	15.1%
	1991	11	58	69	15.9%
	1992	10	99	109	9.2%
	1993	11	116	127	8.7%
	1994	22	175	197	11.2%
	1995	24	214	238	10.1%
	1996	44	203	247	17.8%
	1997	45	248	293	15.4%
	1998	55	328	383	14.4%
	1999	55	328	383	14.4%
	2000	39	243	282	13.8%
	2001	57	231	288	19.8%
	2002	85	696	781	10.9%
	2003	39	271	310	12.6%
	2004	41	811	852	4.8%
	2005	19	210	229	8.3%
	2006	41	725	766	5.4%
	2007	37	225	262	14.1%
ST0002822 Total		671	5,364	6,035	11.1%
ST0002830	1986	3	10	13	23.1%
	1987	1	14	15	6.7%
	1988	2	19	21	9.5%
	1989	1	21	22	4.5%
	1990	4	14	18	22.2%
	1991	4	19	23	17.4%
	1992	2	32	34	5.9%
	1993	3	48	51	5.9%
	1994	5	70	75	6.7%
	1995	2	84	86	2.3%
	1996	22	64	86	25.6%
	1997	16	119	135	11.9%
	1998	25	124	149	16.8%
	1999	31	160	191	16.2%
	2000	16	116	132	12.1%
	2001	15	98	113	13.3%
	2002	25	380	405	6.2%
	2003	14	136	150	9.3%
	2004	28	459	487	5.7%
	2005	6	105	111	5.4%
	2006	12	419	431	2.8%
	2007	1	24	25	4.0%
ST0002830 Total		238	2,535	2,773	8.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002880	1986	3	19	22	13.6%
	1987	2	21	23	8.7%
	1988	3	39	42	7.1%
	1989	6	48	54	11.1%
	1990	8	39	47	17.0%
	1991	4	46	50	8.0%
	1992	15	64	79	19.0%
	1993	16	92	108	14.8%
	1994	8	115	123	6.5%
	1995	12	167	179	6.7%
	1996	38	170	208	18.3%
	1997	44	232	276	15.9%
	1998	55	280	335	16.4%
	1999	48	284	332	14.5%
	2000	40	208	248	16.1%
	2001	48	216	264	18.2%
	2002	63	719	782	8.1%
	2003	30	258	288	10.4%
	2004	45	759	804	5.6%
	2005	14	194	208	6.7%
	2006	17	713	730	2.3%
	2007	4	66	70	5.7%
ST0002880 Total		523	4,749	5,272	9.9%
ST0002884	1986	2	6	8	25.0%
	1987	3	9	12	25.0%
	1988	1	11	12	8.3%
	1989	6	20	26	23.1%
	1990	2	17	19	10.5%
	1991	3	23	26	11.5%
	1992	5	21	26	19.2%
	1993	2	40	42	4.8%
	1994	3	60	63	4.8%
	1995	6	94	100	6.0%
	1996	13	82	95	13.7%
	1997	11	110	121	9.1%
	1998	20	160	180	11.1%
	1999	15	154	169	8.9%
	2000	18	110	128	14.1%
	2001	28	113	141	19.9%
	2002	38	402	440	8.6%
	2003	17	143	160	10.6%
	2004	26	526	552	4.7%
	2005	8	115	123	6.5%
	2006	15	429	444	3.4%
	2007	2	40	42	4.8%
ST0002884 Total		244	2,685	2,929	8.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002903	1986	1	8	9	11.1%
	1987	1	9	10	10.0%
	1988	1	10	11	9.1%
	1989	6	20	26	23.1%
	1990	4	12	16	25.0%
	1991	3	21	24	12.5%
	1992	9	22	31	29.0%
	1993	5	33	38	13.2%
	1994	6	63	69	8.7%
	1995	6	67	73	8.2%
	1996	17	56	73	23.3%
	1997	23	97	120	19.2%
	1998	25	107	132	18.9%
	1999	26	107	133	19.5%
	2000	20	92	112	17.9%
	2001	17	87	104	16.3%
	2002	21	180	201	10.4%
	2003	11	96	107	10.3%
	2004	14	209	223	6.3%
	2005	3	75	78	3.8%
	2006	3	151	154	1.9%
	2007	4	49	53	7.5%
ST0002903 Total		226	1,571	1,797	12.6%
ST0002915	1986	6	19	25	24.0%
	1987	3	14	17	17.6%
	1988	3	22	25	12.0%
	1989	4	36	40	10.0%
	1990	2	31	33	6.1%
	1991	8	23	31	25.8%
	1992	4	45	49	8.2%
	1993	7	78	85	8.2%
	1994	4	91	95	4.2%
	1995	13	144	157	8.3%
	1996	22	154	176	12.5%
	1997	39	194	233	16.7%
	1998	40	230	270	14.8%
	1999	42	277	319	13.2%
	2000	26	162	188	13.8%
	2001	34	166	200	17.0%
	2002	61	642	703	8.7%
	2003	18	188	206	8.7%
	2004	42	670	712	5.9%
	2005	17	178	195	8.7%
	2006	21	586	607	3.5%
	2007	6	78	84	7.1%
ST0002915 Total		422	4,028	4,450	9.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002919	1985	0	1	1	0.0%
	1986	0	3	3	0.0%
	1987	1	4	5	20.0%
	1988	0	6	6	0.0%
	1989	2	11	13	15.4%
	1990	1	12	13	7.7%
	1991	3	13	16	18.8%
	1992	3	13	16	18.8%
	1993	7	35	42	16.7%
	1994	5	58	63	7.9%
	1995	1	57	58	1.7%
	1996	7	71	78	9.0%
	1997	31	74	105	29.5%
	1998	19	115	134	14.2%
	1999	23	120	143	16.1%
	2000	31	94	125	24.8%
	2001	25	93	118	21.2%
	2002	29	223	252	11.5%
	2003	13	106	119	10.9%
	2004	13	281	294	4.4%
	2005	7	84	91	7.7%
	2006	10	218	228	4.4%
	2007	2	27	29	6.9%
ST0002919 Total		233	1,719	1,952	11.9%
ST0002955	1984	1	0	1	100.0%
	1986	2	2	4	50.0%
	1987	3	10	13	23.1%
	1988	2	12	14	14.3%
	1989	2	11	13	15.4%
	1990	4	17	21	19.0%
	1991	4	17	21	19.0%
	1992	6	31	37	16.2%
	1993	10	40	50	20.0%
	1994	8	80	88	9.1%
	1995	14	112	126	11.1%
	1996	38	90	128	29.7%
	1997	48	101	149	32.2%
	1998	41	107	148	27.7%
	1999	52	126	178	29.2%
	2000	39	117	156	25.0%
	2001	39	95	134	29.1%
	2002	17	164	181	9.4%
	2003	16	86	102	15.7%
	2004	17	166	183	9.3%
	2005	7	81	88	8.0%
	2006	13	130	143	9.1%
	2007	0	16	16	0.0%
ST0002955 Total		383	1,611	1,994	19.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002964	1986	1	16	17	5.9%
	1987	3	16	19	15.8%
	1988	4	30	34	11.8%
	1989	5	45	50	10.0%
	1990	4	44	48	8.3%
	1991	5	30	35	14.3%
	1992	8	67	75	10.7%
	1993	5	86	91	5.5%
	1994	7	109	116	6.0%
	1995	9	130	139	6.5%
	1996	45	130	175	25.7%
	1997	36	183	219	16.4%
	1998	46	226	272	16.9%
	1999	61	221	282	21.6%
	2000	43	177	220	19.5%
	2001	43	189	232	18.5%
	2002	79	534	613	12.9%
	2003	32	172	204	15.7%
	2004	41	537	578	7.1%
	2005	11	161	172	6.4%
	2006	19	489	508	3.7%
	2007	1	45	46	2.2%
ST0002964 Total		508	3,637	4,145	12.3%
ST0002975	1986	0	1	1	0.0%
	1988	1	1	2	50.0%
	1989	1	5	6	16.7%
	1990	1	4	5	20.0%
	1991	0	2	2	0.0%
	1992	0	1	1	0.0%
	1993	1	11	12	8.3%
	1994	1	8	9	11.1%
	1995	2	7	9	22.2%
	1996	3	9	12	25.0%
	1997	2	19	21	9.5%
	1998	5	30	35	14.3%
	1999	2	22	24	8.3%
	2000	4	20	24	16.7%
	2001	3	23	26	11.5%
	2002	14	75	89	15.7%
	2003	4	35	39	10.3%
	2004	12	80	92	13.0%
	2005	3	33	36	8.3%
	2006	7	95	102	6.9%
	2007	3	28	31	9.7%
ST0002975 Total		69	509	578	11.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003004	1986	6	11	17	35.3%
	1987	4	20	24	16.7%
	1988	8	27	35	22.9%
	1989	6	25	31	19.4%
	1990	8	33	41	19.5%
	1991	3	36	39	7.7%
	1992	7	61	68	10.3%
	1993	20	105	125	16.0%
	1994	20	115	135	14.8%
	1995	16	150	166	9.6%
	1996	41	120	161	25.5%
	1997	58	176	234	24.8%
	1998	53	235	288	18.4%
	1999	49	217	266	18.4%
	2000	50	186	236	21.2%
	2001	57	195	252	22.6%
	2002	65	432	497	13.1%
	2003	29	198	227	12.8%
	2004	40	397	437	9.2%
	2005	18	188	206	8.7%
	2006	20	439	459	4.4%
	2007	37	355	392	9.4%
ST0003004 Total		615	3,721	4,336	14.2%
ST0003102	1986	6	4	10	60.0%
	1987	1	8	9	11.1%
	1988	0	16	16	0.0%
	1989	1	12	13	7.7%
	1990	1	17	18	5.6%
	1991	5	31	36	13.9%
	1992	1	30	31	3.2%
	1993	12	44	56	21.4%
	1994	8	61	69	11.6%
	1995	4	99	103	3.9%
	1996	26	92	118	22.0%
	1997	34	118	152	22.4%
	1998	40	140	180	22.2%
	1999	31	154	185	16.8%
	2000	41	109	150	27.3%
	2001	41	102	143	28.7%
	2002	43	275	318	13.5%
	2003	22	103	125	17.6%
	2004	20	292	312	6.4%
	2005	10	90	100	10.0%
	2006	10	265	275	3.6%
	2007	4	30	34	11.8%
ST0003102 Total		361	2,092	2,453	14.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003106	1986	3	4	7	42.9%
	1987	1	6	7	14.3%
	1988	1	10	11	9.1%
	1989	4	12	16	25.0%
	1990	1	17	18	5.6%
	1991	3	13	16	18.8%
	1992	2	26	28	7.1%
	1993	3	29	32	9.4%
	1994	1	54	55	1.8%
	1995	7	61	68	10.3%
	1996	14	45	59	23.7%
	1997	13	56	69	18.8%
	1998	18	64	82	22.0%
	1999	12	74	86	14.0%
	2000	13	79	92	14.1%
	2001	19	57	76	25.0%
	2002	14	172	186	7.5%
	2003	5	57	62	8.1%
	2004	6	142	148	4.1%
	2005	4	54	58	6.9%
	2006	7	129	136	5.1%
	2007	0	18	18	0.0%
ST0003106 Total		151	1,179	1,330	11.4%
ST0003107	1986	4	18	22	18.2%
	1987	5	34	39	12.8%
	1988	5	40	45	11.1%
	1989	6	30	36	16.7%
	1990	14	48	62	22.6%
	1991	9	33	42	21.4%
	1992	13	79	92	14.1%
	1993	12	94	106	11.3%
	1994	20	151	171	11.7%
	1995	19	195	214	8.9%
	1996	49	162	211	23.2%
	1997	48	220	268	17.9%
	1998	53	280	333	15.9%
	1999	64	270	334	19.2%
	2000	54	272	326	16.6%
	2001	62	202	264	23.5%
	2002	90	469	559	16.1%
	2003	21	176	197	10.7%
	2004	30	413	443	6.8%
	2005	17	129	146	11.6%
	2006	16	345	361	4.4%
	2007	0	40	40	0.0%
ST0003107 Total		611	3,700	4,311	14.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003176	1986	4	2	6	66.7%
	1987	4	10	14	28.6%
	1988	0	9	9	0.0%
	1989	4	19	23	17.4%
	1990	5	15	20	25.0%
	1991	2	19	21	9.5%
	1992	7	18	25	28.0%
	1993	4	51	55	7.3%
	1994	7	74	81	8.6%
	1995	11	95	106	10.4%
	1996	19	108	127	15.0%
	1997	29	109	138	21.0%
	1998	21	128	149	14.1%
	1999	31	161	192	16.1%
	2000	26	130	156	16.7%
	2001	36	158	194	18.6%
	2002	44	345	389	11.3%
	2003	16	134	150	10.7%
	2004	28	380	408	6.9%
	2005	7	120	127	5.5%
	2006	11	368	379	2.9%
	2007	3	33	36	8.3%
ST0003176 Total		319	2,486	2,805	11.4%
ST0003190	1985	0	1	1	0.0%
	1986	2	7	9	22.2%
	1987	3	23	26	11.5%
	1988	4	14	18	22.2%
	1989	1	10	11	9.1%
	1990	6	31	37	16.2%
	1991	2	39	41	4.9%
	1992	5	46	51	9.8%
	1993	5	71	76	6.6%
	1994	5	84	89	5.6%
	1995	9	119	128	7.0%
	1996	21	115	136	15.4%
	1997	28	178	206	13.6%
	1998	29	235	264	11.0%
	1999	27	231	258	10.5%
	2000	30	191	221	13.6%
	2001	25	190	215	11.6%
	2002	58	786	844	6.9%
	2003	17	271	288	5.9%
	2004	43	954	997	4.3%
	2005	9	210	219	4.1%
	2006	21	1,010	1,031	2.0%
	2007	4	180	184	2.2%
ST0003190 Total		354	4,996	5,350	6.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003192	1986	13	28	41	31.7%
	1987	12	52	64	18.8%
	1988	12	80	92	13.0%
	1989	11	97	108	10.2%
	1990	18	102	120	15.0%
	1991	21	122	143	14.7%
	1992	29	175	204	14.2%
	1993	27	268	295	9.2%
	1994	29	373	402	7.2%
	1995	51	492	543	9.4%
	1996	100	432	532	18.8%
	1997	157	590	747	21.0%
	1998	160	709	869	18.4%
	1999	165	796	961	17.2%
	2000	172	720	892	19.3%
	2001	149	689	838	17.8%
	2002	180	1,250	1,430	12.6%
	2003	101	672	773	13.1%
	2004	75	1,347	1,422	5.3%
	2005	42	602	644	6.5%
	2006	55	1,309	1,364	4.0%
	2007	14	447	461	3.0%
ST0003192 Total		1,593	11,352	12,945	12.3%
ST0003225	1986	4	6	10	40.0%
	1987	6	10	16	37.5%
	1988	6	16	22	27.3%
	1989	5	19	24	20.8%
	1990	8	28	36	22.2%
	1991	11	32	43	25.6%
	1992	17	72	89	19.1%
	1993	16	98	114	14.0%
	1994	29	139	168	17.3%
	1995	25	167	192	13.0%
	1996	61	143	204	29.9%
	1997	101	174	275	36.7%
	1998	88	209	297	29.6%
	1999	87	220	307	28.3%
	2000	86	263	349	24.6%
	2001	74	178	252	29.4%
	2002	82	256	338	24.3%
	2003	39	151	190	20.5%
	2004	36	210	246	14.6%
	2005	19	88	107	17.8%
	2006	19	177	196	9.7%
	2007	1	39	40	2.5%
ST0003225 Total		820	2,695	3,515	23.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003253	1986	1	8	9	11.1%
	1987	1	13	14	7.1%
	1988	4	8	12	33.3%
	1989	2	10	12	16.7%
	1990	3	18	21	14.3%
	1991	0	16	16	0.0%
	1992	0	24	24	0.0%
	1993	1	37	38	2.6%
	1994	0	45	45	0.0%
	1995	8	64	72	11.1%
	1996	7	77	84	8.3%
	1997	10	104	114	8.8%
	1998	15	118	133	11.3%
	1999	23	153	176	13.1%
	2000	13	86	99	13.1%
	2001	14	107	121	11.6%
	2002	27	411	438	6.2%
	2003	10	124	134	7.5%
	2004	16	499	515	3.1%
	2005	8	110	118	6.8%
	2006	20	535	555	3.6%
	2007	12	91	103	11.7%
ST0003253 Total		195	2,658	2,853	6.8%
ST0003292	1986	2	7	9	22.2%
	1987	5	16	21	23.8%
	1988	4	20	24	16.7%
	1989	3	25	28	10.7%
	1990	7	36	43	16.3%
	1991	8	37	45	17.8%
	1992	7	54	61	11.5%
	1993	6	85	91	6.6%
	1994	7	130	137	5.1%
	1995	6	126	132	4.5%
	1996	27	132	159	17.0%
	1997	32	149	181	17.7%
	1998	38	216	254	15.0%
	1999	36	232	268	13.4%
	2000	40	152	192	20.8%
	2001	43	138	181	23.8%
	2002	59	423	482	12.2%
	2003	24	125	149	16.1%
	2004	29	373	402	7.2%
	2005	11	91	102	10.8%
	2006	13	321	334	3.9%
	2007	1	44	45	2.2%
ST0003292 Total		408	2,932	3,340	12.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003406	1985	1	0	1	100.0%
	1986	8	20	28	28.6%
	1987	18	19	37	48.6%
	1988	12	45	57	21.1%
	1989	12	48	60	20.0%
	1990	14	62	76	18.4%
	1991	24	77	101	23.8%
	1992	26	99	125	20.8%
	1993	23	144	167	13.8%
	1994	37	232	269	13.8%
	1995	32	280	312	10.3%
	1996	87	181	268	32.5%
	1997	123	233	356	34.6%
	1998	114	233	347	32.9%
	1999	92	219	311	29.6%
	2000	103	258	361	28.5%
	2001	91	164	255	35.7%
	2002	71	247	318	22.3%
	2003	39	177	216	18.1%
	2004	36	172	208	17.3%
	2005	15	83	98	15.3%
	2006	14	163	177	7.9%
	2007	3	26	29	10.3%
ST0003406 Total		995	3,182	4,177	23.8%
ST0003432	1984	0	1	1	0.0%
	1985	1	1	2	50.0%
	1986	14	19	33	42.4%
	1987	15	36	51	29.4%
	1988	7	52	59	11.9%
	1989	9	86	95	9.5%
	1990	23	94	117	19.7%
	1991	22	109	131	16.8%
	1992	47	167	214	22.0%
	1993	42	248	290	14.5%
	1994	52	364	416	12.5%
	1995	52	469	521	10.0%
	1996	150	352	502	29.9%
	1997	206	446	652	31.6%
	1998	189	525	714	26.5%
	1999	215	587	802	26.8%
	2000	227	552	779	29.1%
	2001	195	465	660	29.5%
	2002	167	796	963	17.3%
	2003	98	435	533	18.4%
	2004	98	757	855	11.5%
	2005	45	397	442	10.2%
	2006	35	667	702	5.0%
	2007	12	183	195	6.2%
ST0003432 Total		1,921	7,808	9,729	19.7%
	1984	1	0	1	100.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003437	1986	4	19	23	17.4%
	1987	7	13	20	35.0%
	1988	7	25	32	21.9%
	1989	4	33	37	10.8%
	1990	2	23	25	8.0%
	1991	4	30	34	11.8%
	1992	5	47	52	9.6%
	1993	9	49	58	15.5%
	1994	9	111	120	7.5%
	1995	7	125	132	5.3%
	1996	28	112	140	20.0%
	1997	23	192	215	10.7%
	1998	43	258	301	14.3%
	1999	48	264	312	15.4%
	2000	47	202	249	18.9%
	2001	42	213	255	16.5%
	2002	110	868	978	11.2%
	2003	35	263	298	11.7%
	2004	64	1,022	1,086	5.9%
	2005	17	230	247	6.9%
	2006	37	916	953	3.9%
	2007	7	57	64	10.9%
ST0003437 Total		560	5,072	5,632	9.9%
ST0003449	1986	7	24	31	22.6%
	1987	7	25	32	21.9%
	1988	13	43	56	23.2%
	1989	7	62	69	10.1%
	1990	22	73	95	23.2%
	1991	21	117	138	15.2%
	1992	27	157	184	14.7%
	1993	38	246	284	13.4%
	1994	39	348	387	10.1%
	1995	48	447	495	9.7%
	1996	154	366	520	29.6%
	1997	209	432	641	32.6%
	1998	219	550	769	28.5%
	1999	219	598	817	26.8%
	2000	232	579	811	28.6%
	2001	223	490	713	31.3%
	2002	212	890	1,102	19.2%
	2003	88	475	563	15.6%
	2004	99	765	864	11.5%
	2005	44	437	481	9.1%
	2006	50	714	764	6.5%
	2007	8	204	212	3.8%
ST0003449 Total		1,986	8,042	10,028	19.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003458	1985	0	1	1	0.0%
	1986	3	17	20	15.0%
	1987	3	26	29	10.3%
	1988	1	18	19	5.3%
	1989	3	29	32	9.4%
	1990	6	31	37	16.2%
	1991	6	31	37	16.2%
	1992	8	52	60	13.3%
	1993	7	46	53	13.2%
	1994	1	76	77	1.3%
	1995	8	121	129	6.2%
	1996	16	133	149	10.7%
	1997	26	205	231	11.3%
	1998	33	244	277	11.9%
	1999	25	259	284	8.8%
	2000	18	176	194	9.3%
	2001	32	176	208	15.4%
	2002	65	941	1,006	6.5%
	2003	16	257	273	5.9%
	2004	35	1,173	1,208	2.9%
	2005	6	198	204	2.9%
	2006	21	991	1,012	2.1%
	2007	1	74	75	1.3%
ST0003458 Total		340	5,275	5,615	6.1%
ST0003475	1986	1	1	2	50.0%
	1987	1	1	2	50.0%
	1988	1	2	3	33.3%
	1989	1	7	8	12.5%
	1990	0	3	3	0.0%
	1991	0	6	6	0.0%
	1992	1	5	6	16.7%
	1993	2	16	18	11.1%
	1994	1	30	31	3.2%
	1995	6	32	38	15.8%
	1996	9	35	44	20.5%
	1997	12	55	67	17.9%
	1998	16	74	90	17.8%
	1999	9	91	100	9.0%
	2000	11	74	85	12.9%
	2001	18	53	71	25.4%
	2002	25	188	213	11.7%
	2003	9	76	85	10.6%
	2004	9	176	185	4.9%
	2005	9	66	75	12.0%
	2006	8	172	180	4.4%
	2007	1	28	29	3.4%
ST0003475 Total		150	1,191	1,341	11.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003483	1986	3	5	8	37.5%
	1987	1	13	14	7.1%
	1988	5	27	32	15.6%
	1989	3	25	28	10.7%
	1990	6	12	18	33.3%
	1991	3	23	26	11.5%
	1992	3	39	42	7.1%
	1993	8	56	64	12.5%
	1994	5	51	56	8.9%
	1995	5	79	84	6.0%
	1996	21	68	89	23.6%
	1997	19	105	124	15.3%
	1998	21	144	165	12.7%
	1999	22	146	168	13.1%
	2000	26	85	111	23.4%
	2001	19	89	108	17.6%
	2002	41	382	423	9.7%
	2003	17	118	135	12.6%
	2004	21	424	445	4.7%
	2005	9	80	89	10.1%
	2006	16	377	393	4.1%
	2007	1	23	24	4.2%
ST0003483 Total		275	2,371	2,646	10.4%
ST0003498	1986	8	9	17	47.1%
	1987	4	26	30	13.3%
	1988	3	42	45	6.7%
	1989	3	53	56	5.4%
	1990	11	57	68	16.2%
	1991	13	74	87	14.9%
	1992	29	106	135	21.5%
	1993	24	166	190	12.6%
	1994	43	242	285	15.1%
	1995	37	298	335	11.0%
	1996	70	249	319	21.9%
	1997	89	317	406	21.9%
	1998	96	407	503	19.1%
	1999	95	440	535	17.8%
	2000	73	306	379	19.3%
	2001	73	287	360	20.3%
	2002	89	644	733	12.1%
	2003	36	292	328	11.0%
	2004	44	653	697	6.3%
	2005	22	253	275	8.0%
	2006	32	565	597	5.4%
	2007	8	109	117	6.8%
ST0003498 Total		902	5,595	6,497	13.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003548	1986	7	35	42	16.7%
	1987	6	51	57	10.5%
	1988	16	61	77	20.8%
	1989	15	86	101	14.9%
	1990	13	89	102	12.7%
	1991	16	84	100	16.0%
	1992	21	126	147	14.3%
	1993	31	194	225	13.8%
	1994	28	282	310	9.0%
	1995	39	379	418	9.3%
	1996	74	300	374	19.8%
	1997	126	367	493	25.6%
	1998	119	489	608	19.6%
	1999	103	512	615	16.7%
	2000	89	448	537	16.6%
	2001	126	416	542	23.2%
	2002	131	890	1,021	12.8%
	2003	65	415	480	13.5%
	2004	87	889	976	8.9%
	2005	44	349	393	11.2%
	2006	33	787	820	4.0%
	2007	8	168	176	4.5%
ST0003548 Total		1,197	7,417	8,614	13.9%
ST0003587	1988	0	1	1	0.0%
	1989	0	1	1	0.0%
	1990	0	1	1	0.0%
	1991	0	2	2	0.0%
	1993	0	3	3	0.0%
	1994	0	4	4	0.0%
	1995	1	7	8	12.5%
	1996	1	7	8	12.5%
	1997	1	2	3	33.3%
	1998	1	4	5	20.0%
	1999	3	5	8	37.5%
	2000	0	6	6	0.0%
	2001	1	9	10	10.0%
	2002	4	14	18	22.2%
	2003	0	6	6	0.0%
	2004	1	20	21	4.8%
	2005	0	11	11	0.0%
	2006	0	27	27	0.0%
	2007	0	3	3	0.0%
ST0003587 Total		13	133	146	8.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003592	1986	3	11	14	21.4%
	1987	8	27	35	22.9%
	1988	6	32	38	15.8%
	1989	6	41	47	12.8%
	1990	3	47	50	6.0%
	1991	2	41	43	4.7%
	1992	13	65	78	16.7%
	1993	12	121	133	9.0%
	1994	17	145	162	10.5%
	1995	21	252	273	7.7%
	1996	44	229	273	16.1%
	1997	59	297	356	16.6%
	1998	76	369	445	17.1%
	1999	73	435	508	14.4%
	2000	64	356	420	15.2%
	2001	62	341	403	15.4%
	2002	103	828	931	11.1%
	2003	43	352	395	10.9%
	2004	64	861	925	6.9%
	2005	19	282	301	6.3%
	2006	36	809	845	4.3%
	2007	3	72	75	4.0%
ST0003592 Total		737	6,013	6,750	10.9%
ST0003662	1986	1	14	15	6.7%
	1987	4	17	21	19.0%
	1988	5	28	33	15.2%
	1989	10	20	30	33.3%
	1990	5	35	40	12.5%
	1991	11	41	52	21.2%
	1992	10	47	57	17.5%
	1993	11	78	89	12.4%
	1994	14	120	134	10.4%
	1995	16	179	195	8.2%
	1996	43	126	169	25.4%
	1997	54	185	239	22.6%
	1998	50	250	300	16.7%
	1999	48	213	261	18.4%
	2000	38	182	220	17.3%
	2001	46	167	213	21.6%
	2002	56	422	478	11.7%
	2003	32	201	233	13.7%
	2004	39	492	531	7.3%
	2005	30	227	257	11.7%
	2006	49	580	629	7.8%
	2007	46	361	407	11.3%
ST0003662 Total		618	3,985	4,603	13.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003724	1986	1	4	5	20.0%
	1987	0	9	9	0.0%
	1988	2	8	10	20.0%
	1989	1	10	11	9.1%
	1990	0	5	5	0.0%
	1991	2	2	4	50.0%
	1992	0	11	11	0.0%
	1993	3	24	27	11.1%
	1994	1	29	30	3.3%
	1995	1	36	37	2.7%
	1996	10	29	39	25.6%
	1997	4	45	49	8.2%
	1998	9	56	65	13.8%
	1999	6	54	60	10.0%
	2000	7	28	35	20.0%
	2001	3	46	49	6.1%
	2002	8	110	118	6.8%
	2003	3	42	45	6.7%
	2004	8	135	143	5.6%
	2005	3	35	38	7.9%
	2006	1	109	110	0.9%
	2007	2	1	3	66.7%
ST0003724 Total		75	828	903	8.3%
ST0003732	1986	1	4	5	20.0%
	1987	0	2	2	0.0%
	1988	1	2	3	33.3%
	1989	1	3	4	25.0%
	1990	0	2	2	0.0%
	1991	1	1	2	50.0%
	1992	1	6	7	14.3%
	1993	0	10	10	0.0%
	1994	2	16	18	11.1%
	1995	1	14	15	6.7%
	1996	3	17	20	15.0%
	1997	3	17	20	15.0%
	1998	5	27	32	15.6%
	1999	4	30	34	11.8%
	2000	2	16	18	11.1%
	2001	7	14	21	33.3%
	2002	2	71	73	2.7%
	2003	1	22	23	4.3%
	2004	4	87	91	4.4%
	2005	1	14	15	6.7%
	2006	3	72	75	4.0%
	2007	0	8	8	0.0%
ST0003732 Total		43	455	498	8.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003739	1986	1	10	11	9.1%
	1987	2	8	10	20.0%
	1988	4	18	22	18.2%
	1989	0	14	14	0.0%
	1990	2	8	10	20.0%
	1991	2	14	16	12.5%
	1992	1	15	16	6.3%
	1993	0	18	18	0.0%
	1994	0	27	27	0.0%
	1995	0	31	31	0.0%
	1996	7	37	44	15.9%
	1997	8	50	58	13.8%
	1998	8	57	65	12.3%
	1999	10	56	66	15.2%
	2000	9	33	42	21.4%
	2001	11	48	59	18.6%
	2002	20	138	158	12.7%
	2003	3	54	57	5.3%
	2004	13	144	157	8.3%
	2005	1	37	38	2.6%
	2006	6	133	139	4.3%
	2007	0	23	23	0.0%
ST0003739 Total		108	973	1,081	10.0%
ST0003746	1986	0	4	4	0.0%
	1987	2	4	6	33.3%
	1988	1	12	13	7.7%
	1989	0	4	4	0.0%
	1990	1	7	8	12.5%
	1991	0	8	8	0.0%
	1992	2	12	14	14.3%
	1993	3	15	18	16.7%
	1994	2	28	30	6.7%
	1995	2	18	20	10.0%
	1996	1	29	30	3.3%
	1997	4	32	36	11.1%
	1998	8	38	46	17.4%
	1999	8	44	52	15.4%
	2000	11	28	39	28.2%
	2001	6	22	28	21.4%
	2002	15	115	130	11.5%
	2003	5	47	52	9.6%
	2004	5	180	185	2.7%
	2005	2	26	28	7.1%
	2006	1	151	152	0.7%
	2007	1	16	17	5.9%
ST0003746 Total		80	840	920	8.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003759	1987	0	1	1	0.0%
	1988	0	1	1	0.0%
	1989	0	1	1	0.0%
	1993	1	1	2	50.0%
	1994	0	5	5	0.0%
	1995	1	2	3	33.3%
	1996	1	2	3	33.3%
	1997	1	6	7	14.3%
	1998	2	4	6	33.3%
	1999	0	8	8	0.0%
	2000	2	2	4	50.0%
	2001	0	3	3	0.0%
	2002	1	14	15	6.7%
	2003	1	3	4	25.0%
	2004	2	17	19	10.5%
	2005	0	4	4	0.0%
	2006	0	14	14	0.0%
	2007	2	5	7	28.6%
ST0003759 Total		14	93	107	13.1%
ST0003767	1986	6	5	11	54.5%
	1987	6	17	23	26.1%
	1988	4	27	31	12.9%
	1989	7	34	41	17.1%
	1990	5	43	48	10.4%
	1991	3	39	42	7.1%
	1992	8	71	79	10.1%
	1993	11	79	90	12.2%
	1994	13	129	142	9.2%
	1995	20	191	211	9.5%
	1996	29	176	205	14.1%
	1997	49	253	302	16.2%
	1998	60	309	369	16.3%
	1999	58	321	379	15.3%
	2000	44	254	298	14.8%
	2001	51	246	297	17.2%
	2002	85	855	940	9.0%
	2003	40	291	331	12.1%
	2004	66	953	1,019	6.5%
	2005	15	256	271	5.5%
	2006	39	848	887	4.4%
	2007	1	51	52	1.9%
ST0003767 Total		620	5,448	6,068	10.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003876	1986	3	17	20	15.0%
	1987	7	14	21	33.3%
	1988	1	21	22	4.5%
	1989	4	41	45	8.9%
	1990	13	23	36	36.1%
	1991	4	33	37	10.8%
	1992	8	37	45	17.8%
	1993	13	74	87	14.9%
	1994	12	87	99	12.1%
	1995	21	148	169	12.4%
	1996	29	122	151	19.2%
	1997	30	140	170	17.6%
	1998	36	227	263	13.7%
	1999	39	220	259	15.1%
	2000	36	166	202	17.8%
	2001	45	171	216	20.8%
	2002	81	575	656	12.3%
	2003	20	196	216	9.3%
	2004	44	723	767	5.7%
	2005	20	195	215	9.3%
	2006	19	587	606	3.1%
	2007	12	101	113	10.6%
ST0003876 Total		497	3,918	4,415	11.3%
ST0003932	1986	2	8	10	20.0%
	1987	7	8	15	46.7%
	1988	6	19	25	24.0%
	1989	2	17	19	10.5%
	1990	2	22	24	8.3%
	1991	3	19	22	13.6%
	1992	4	24	28	14.3%
	1993	5	60	65	7.7%
	1994	5	68	73	6.8%
	1995	3	78	81	3.7%
	1996	16	82	98	16.3%
	1997	21	109	130	16.2%
	1998	20	159	179	11.2%
	1999	21	150	171	12.3%
	2000	18	104	122	14.8%
	2001	16	114	130	12.3%
	2002	44	394	438	10.0%
	2003	11	102	113	9.7%
	2004	25	415	440	5.7%
	2005	7	115	122	5.7%
	2006	15	431	446	3.4%
	2007	11	125	136	8.1%
ST0003932 Total		264	2,623	2,887	9.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003937	1986	0	4	4	0.0%
	1987	0	6	6	0.0%
	1988	0	11	11	0.0%
	1989	0	10	10	0.0%
	1990	2	16	18	11.1%
	1991	2	15	17	11.8%
	1992	0	17	17	0.0%
	1993	2	23	25	8.0%
	1994	4	30	34	11.8%
	1995	10	60	70	14.3%
	1996	12	61	73	16.4%
	1997	15	66	81	18.5%
	1998	21	114	135	15.6%
	1999	14	102	116	12.1%
	2000	9	76	85	10.6%
	2001	8	71	79	10.1%
	2002	34	325	359	9.5%
	2003	10	92	102	9.8%
	2004	27	411	438	6.2%
	2005	5	101	106	4.7%
	2006	12	369	381	3.1%
	2007	11	100	111	9.9%
ST0003937 Total		198	2,080	2,278	8.7%
ST0003939	1986	2	4	6	33.3%
	1987	4	7	11	36.4%
	1988	1	6	7	14.3%
	1989	2	6	8	25.0%
	1990	6	11	17	35.3%
	1991	1	15	16	6.3%
	1992	3	19	22	13.6%
	1993	3	21	24	12.5%
	1994	7	37	44	15.9%
	1995	3	30	33	9.1%
	1996	4	33	37	10.8%
	1997	14	32	46	30.4%
	1998	16	61	77	20.8%
	1999	11	49	60	18.3%
	2000	5	30	35	14.3%
	2001	12	39	51	23.5%
	2002	10	101	111	9.0%
	2003	6	26	32	18.8%
	2004	5	92	97	5.2%
	2005	2	18	20	10.0%
	2006	9	99	108	8.3%
	2007	0	4	4	0.0%
ST0003939 Total		126	740	866	14.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003943	1985	0	1	1	0.0%
	1986	15	16	31	48.4%
	1987	6	28	34	17.6%
	1988	7	47	54	13.0%
	1989	9	49	58	15.5%
	1990	6	50	56	10.7%
	1991	7	46	53	13.2%
	1992	9	73	82	11.0%
	1993	11	107	118	9.3%
	1994	11	132	143	7.7%
	1995	18	204	222	8.1%
	1996	35	172	207	16.9%
	1997	46	203	249	18.5%
	1998	50	260	310	16.1%
	1999	41	280	321	12.8%
	2000	44	196	240	18.3%
	2001	50	186	236	21.2%
	2002	69	614	683	10.1%
	2003	27	201	228	11.8%
	2004	52	667	719	7.2%
	2005	15	138	153	9.8%
	2006	31	489	520	6.0%
	2007	16	145	161	9.9%
ST0003943 Total		575	4,304	4,879	11.8%
ST0003976	1986	0	4	4	0.0%
	1987	1	6	7	14.3%
	1988	1	14	15	6.7%
	1989	2	14	16	12.5%
	1990	4	11	15	26.7%
	1991	1	11	12	8.3%
	1992	3	18	21	14.3%
	1993	3	30	33	9.1%
	1994	4	50	54	7.4%
	1995	6	76	82	7.3%
	1996	18	75	93	19.4%
	1997	19	97	116	16.4%
	1998	11	115	126	8.7%
	1999	20	126	146	13.7%
	2000	17	98	115	14.8%
	2001	29	124	153	19.0%
	2002	42	301	343	12.2%
	2003	22	135	157	14.0%
	2004	34	402	436	7.8%
	2005	17	116	133	12.8%
	2006	21	450	471	4.5%
	2007	9	67	76	11.8%
ST0003976 Total		284	2,340	2,624	10.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003988	1986	2	5	7	28.6%
	1987	2	8	10	20.0%
	1988	1	6	7	14.3%
	1989	4	4	8	50.0%
	1990	1	12	13	7.7%
	1991	0	15	15	0.0%
	1992	1	24	25	4.0%
	1993	2	41	43	4.7%
	1994	4	51	55	7.3%
	1995	2	64	66	3.0%
	1996	10	75	85	11.8%
	1997	13	98	111	11.7%
	1998	17	146	163	10.4%
	1999	18	145	163	11.0%
	2000	13	83	96	13.5%
	2001	19	130	149	12.8%
	2002	33	423	456	7.2%
	2003	20	140	160	12.5%
	2004	26	545	571	4.6%
	2005	8	154	162	4.9%
	2006	34	581	615	5.5%
	2007	27	320	347	7.8%
ST0003988 Total		257	3,070	3,327	7.7%
ST0003997	1986	1	24	25	4.0%
	1987	6	31	37	16.2%
	1988	3	31	34	8.8%
	1989		40	40	0.0%
	1990	4	43	47	8.5%
	1991	3	41	44	6.8%
	1992	7	52	59	11.9%
	1993	8	74	82	9.8%
	1994	9	95	104	8.7%
	1995	9	144	153	5.9%
	1996	19	183	202	9.4%
	1997	18	242	260	6.9%
	1998	34	290	324	10.5%
	1999	37	306	343	10.8%
	2000	23	216	239	9.6%
	2001	29	235	264	11.0%
	2002	75	830	905	8.3%
	2003	25	257	282	8.9%
	2004	36	1,013	1,049	3.4%
	2005	7	239	246	2.8%
	2006	27	945	972	2.8%
	2007	3	104	107	2.8%
ST0003997 Total		383	5,435	5,818	6.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004004	1986	1	11	12	8.3%
	1987	5	21	26	19.2%
	1988	6	39	45	13.3%
	1989	7	26	33	21.2%
	1990	7	41	48	14.6%
	1991	6	48	54	11.1%
	1992	11	51	62	17.7%
	1993	9	74	83	10.8%
	1994	10	110	120	8.3%
	1995	9	149	158	5.7%
	1996	21	147	168	12.5%
	1997	44	228	272	16.2%
	1998	47	292	339	13.9%
	1999	51	330	381	13.4%
	2000	42	254	296	14.2%
	2001	46	257	303	15.2%
	2002	75	887	962	7.8%
	2003	30	290	320	9.4%
	2004	63	1,019	1,082	5.8%
	2005	17	286	303	5.6%
	2006	37	937	974	3.8%
	2007	4	157	161	2.5%
ST0004004 Total		548	5,654	6,202	8.8%
ST0004016	1986	0	3	3	0.0%
	1987	1	10	11	9.1%
	1988	1	6	7	14.3%
	1989	3	8	11	27.3%
	1990	2	8	10	20.0%
	1991	3	15	18	16.7%
	1992	4	18	22	18.2%
	1993	1	37	38	2.6%
	1994	5	53	58	8.6%
	1995	7	92	99	7.1%
	1996	11	104	115	9.6%
	1997	21	142	163	12.9%
	1998	29	198	227	12.8%
	1999	30	232	262	11.5%
	2000	20	194	214	9.3%
	2001	30	216	246	12.2%
	2002	57	623	680	8.4%
	2003	25	247	272	9.2%
	2004	39	864	903	4.3%
	2005	17	253	270	6.3%
	2006	26	862	888	2.9%
	2007	10	161	171	5.8%
ST0004016 Total		342	4,346	4,688	7.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004034	1986	4	12	16	25.0%
	1987	4	18	22	18.2%
	1988	4	22	26	15.4%
	1989	7	18	25	28.0%
	1990	16	37	53	30.2%
	1991	9	49	58	15.5%
	1992	16	62	78	20.5%
	1993	15	118	133	11.3%
	1994	20	148	168	11.9%
	1995	30	210	240	12.5%
	1996	47	202	249	18.9%
	1997	67	236	303	22.1%
	1998	75	302	377	19.9%
	1999	69	299	368	18.8%
	2000	78	324	402	19.4%
	2001	78	250	328	23.8%
	2002	86	536	622	13.8%
	2003	50	271	321	15.6%
	2004	64	579	643	10.0%
	2005	18	203	221	8.1%
	2006	33	561	594	5.6%
	2007	16	178	194	8.2%
ST0004034 Total		806	4,635	5,441	14.8%
ST0004040	1986	1	9	10	10.0%
	1987	3	6	9	33.3%
	1988	4	16	20	20.0%
	1989	5	22	27	18.5%
	1990	5	30	35	14.3%
	1991	9	42	51	17.6%
	1992	12	45	57	21.1%
	1993	15	65	80	18.8%
	1994	10	111	121	8.3%
	1995	12	180	192	6.3%
	1996	46	132	178	25.8%
	1997	79	180	259	30.5%
	1998	59	265	324	18.2%
	1999	60	252	312	19.2%
	2000	57	237	294	19.4%
	2001	60	210	270	22.2%
	2002	75	401	476	15.8%
	2003	35	200	235	14.9%
	2004	42	449	491	8.6%
	2005	20	183	203	9.9%
	2006	28	477	505	5.5%
	2007	21	210	231	9.1%
ST0004040 Total		658	3,722	4,380	15.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004065	1986	1	1	2	50.0%
	1987	0	1	1	0.0%
	1988	0	1	1	0.0%
	1990	2	0	2	100.0%
	1991	0	2	2	0.0%
	1992	0	3	3	0.0%
	1993	2	6	8	25.0%
	1994	0	10	10	0.0%
	1995	1	9	10	10.0%
	1996	2	13	15	13.3%
	1997	4	13	17	23.5%
	1998	1	28	29	3.4%
	1999	4	34	38	10.5%
	2000	13	23	36	36.1%
	2001	9	42	51	17.6%
	2002	11	119	130	8.5%
	2003	8	64	72	11.1%
	2004	11	190	201	5.5%
	2005	4	78	82	4.9%
	2006	9	239	248	3.6%
	2007	4	69	73	5.5%
ST0004065 Total		86	945	1,031	8.3%
ST0004105	1986	1	2	3	33.3%
	1987	1	0	1	100.0%
	1988	0	3	3	0.0%
	1989	1	4	5	20.0%
	1990	1	4	5	20.0%
	1991	2	9	11	18.2%
	1992	6	11	17	35.3%
	1993	7	12	19	36.8%
	1994	5	28	33	15.2%
	1995	8	37	45	17.8%
	1996	14	32	46	30.4%
	1997	18	33	51	35.3%
	1998	22	43	65	33.8%
	1999	11	63	74	14.9%
	2000	21	65	86	24.4%
	2001	12	35	47	25.5%
	2002	24	69	93	25.8%
	2003	7	41	48	14.6%
	2004	1	54	55	1.8%
	2005	5	31	36	13.9%
	2006	2	40	42	4.8%
	2007	0	19	19	0.0%
ST0004105 Total		169	635	804	21.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004107	1986	5	18	23	21.7%
	1987	4	30	34	11.8%
	1988	12	26	38	31.6%
	1989	8	37	45	17.8%
	1990	10	35	45	22.2%
	1991	8	57	65	12.3%
	1992	15	64	79	19.0%
	1993	15	104	119	12.6%
	1994	10	151	161	6.2%
	1995	25	220	245	10.2%
	1996	38	218	256	14.8%
	1997	79	294	373	21.2%
	1998	86	353	439	19.6%
	1999	83	417	500	16.6%
	2000	69	339	408	16.9%
	2001	74	350	424	17.5%
	2002	103	849	952	10.8%
	2003	52	375	427	12.2%
	2004	74	1,049	1,123	6.6%
	2005	26	367	393	6.6%
	2006	76	1,064	1,140	6.7%
	2007	47	421	468	10.0%
ST0004107 Total		919	6,838	7,757	11.8%
ST0004111	1986	1	9	10	10.0%
	1987	5	16	21	23.8%
	1988	3	24	27	11.1%
	1989	6	24	30	20.0%
	1990	9	30	39	23.1%
	1991	13	58	71	18.3%
	1992	13	65	78	16.7%
	1993	9	94	103	8.7%
	1994	17	120	137	12.4%
	1995	16	172	188	8.5%
	1996	37	159	196	18.9%
	1997	51	226	277	18.4%
	1998	54	303	357	15.1%
	1999	79	380	459	17.2%
	2000	68	387	455	14.9%
	2001	71	418	489	14.5%
	2002	107	939	1,046	10.2%
	2003	56	544	600	9.3%
	2004	74	1,318	1,392	5.3%
	2005	29	530	559	5.2%
	2006	33	1,335	1,368	2.4%
	2007	15	387	402	3.7%
ST0004111 Total		766	7,538	8,304	9.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004118	1986	1	1	2	50.0%
	1987	1	3	4	25.0%
	1988	0	6	6	0.0%
	1989	1	1	2	50.0%
	1990	2	10	12	16.7%
	1991	5	12	17	29.4%
	1992	1	20	21	4.8%
	1993	5	17	22	22.7%
	1994	3	22	25	12.0%
	1995	4	41	45	8.9%
	1996	3	36	39	7.7%
	1997	12	37	49	24.5%
	1998	17	51	68	25.0%
	1999	18	61	79	22.8%
	2000	13	51	64	20.3%
	2001	19	58	77	24.7%
	2002	19	67	86	22.1%
	2003	9	46	55	16.4%
	2004	16	87	103	15.5%
	2005	4	45	49	8.2%
	2006	3	100	103	2.9%
	2007	1	26	27	3.7%
ST0004118 Total		157	798	955	16.4%
ST0004152	1986	1	1	2	50.0%
	1988	0	2	2	0.0%
	1989	1	1	2	50.0%
	1990	1	5	6	16.7%
	1991	1	3	4	25.0%
	1992	2	11	13	15.4%
	1993	2	14	16	12.5%
	1994	0	20	20	0.0%
	1995	0	16	16	0.0%
	1996	6	13	19	31.6%
	1997	7	23	30	23.3%
	1998	7	30	37	18.9%
	1999	6	27	33	18.2%
	2000	7	28	35	20.0%
	2001	4	25	29	13.8%
	2002	10	74	84	11.9%
	2003	7	27	34	20.6%
	2004	2	56	58	3.4%
	2005	2	23	25	8.0%
	2006	0	56	56	0.0%
	2007	0	7	7	0.0%
ST0004152 Total		66	462	528	12.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004161	1986	2	1	3	66.7%
	1987	3	7	10	30.0%
	1988	0	6	6	0.0%
	1989	2	6	8	25.0%
	1990	1	13	14	7.1%
	1991	3	10	13	23.1%
	1992	2	10	12	16.7%
	1993	4	22	26	15.4%
	1994	6	23	29	20.7%
	1995	3	45	48	6.3%
	1996	9	36	45	20.0%
	1997	16	55	71	22.5%
	1998	10	69	79	12.7%
	1999	14	82	96	14.6%
	2000	17	70	87	19.5%
	2001	11	67	78	14.1%
	2002	21	202	223	9.4%
	2003	7	103	110	6.4%
	2004	16	261	277	5.8%
	2005	7	75	82	8.5%
	2006	6	231	237	2.5%
	2007	1	44	45	2.2%
ST0004161 Total		161	1,438	1,599	10.1%
ST0004167	1986	6	6	12	50.0%
	1987	2	17	19	10.5%
	1988	3	13	16	18.8%
	1989	8	18	26	30.8%
	1990	7	17	24	29.2%
	1991	6	19	25	24.0%
	1992	5	17	22	22.7%
	1993	5	39	44	11.4%
	1994	8	72	80	10.0%
	1995	6	84	90	6.7%
	1996	15	85	100	15.0%
	1997	15	118	133	11.3%
	1998	22	166	188	11.7%
	1999	16	164	180	8.9%
	2000	19	129	148	12.8%
	2001	23	169	192	12.0%
	2002	38	457	495	7.7%
	2003	12	153	165	7.3%
	2004	30	504	534	5.6%
	2005	6	145	151	4.0%
	2006	13	490	503	2.6%
	2007	1	57	58	1.7%
ST0004167 Total		266	2,939	3,205	8.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004170	1985	0	1	1	0.0%
	1986	1	6	7	14.3%
	1987	1	8	9	11.1%
	1988	1	10	11	9.1%
	1989	5	14	19	26.3%
	1990	4	12	16	25.0%
	1991	1	14	15	6.7%
	1992	1	17	18	5.6%
	1993	6	23	29	20.7%
	1994	10	47	57	17.5%
	1995	7	68	75	9.3%
	1996	10	63	73	13.7%
	1997	22	137	159	13.8%
	1998	29	152	181	16.0%
	1999	17	165	182	9.3%
	2000	23	127	150	15.3%
	2001	22	103	125	17.6%
	2002	50	417	467	10.7%
	2003	22	166	188	11.7%
	2004	24	577	601	4.0%
	2005	15	160	175	8.6%
	2006	15	538	553	2.7%
	2007	2	51	53	3.8%
ST0004170 Total		288	2,876	3,164	9.1%
ST0004180	1986	0	7	7	0.0%
	1987	3	14	17	17.6%
	1988	0	15	15	0.0%
	1989	5	25	30	16.7%
	1990	3	33	36	8.3%
	1991	4	22	26	15.4%
	1992	2	45	47	4.3%
	1993	6	51	57	10.5%
	1994	1	80	81	1.2%
	1995	7	103	110	6.4%
	1996	17	89	106	16.0%
	1997	33	136	169	19.5%
	1998	23	168	191	12.0%
	1999	23	206	229	10.0%
	2000	26	153	179	14.5%
	2001	28	180	208	13.5%
	2002	41	586	627	6.5%
	2003	16	176	192	8.3%
	2004	40	814	854	4.7%
	2005	15	181	196	7.7%
	2006	18	796	814	2.2%
	2007	5	96	101	5.0%
	2008	0	1	1	0.0%
ST0004180 Total		316	3,977	4,293	7.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004191	1986	2	5	7	28.6%
	1987	0	6	6	0.0%
	1988	1	11	12	8.3%
	1989	1	15	16	6.3%
	1990	1	14	15	6.7%
	1991	0	18	18	0.0%
	1992	3	10	13	23.1%
	1993	2	19	21	9.5%
	1994	1	40	41	2.4%
	1995	4	50	54	7.4%
	1996	3	52	55	5.5%
	1997	6	59	65	9.2%
	1998	7	89	96	7.3%
	1999	4	95	99	4.0%
	2000	12	71	83	14.5%
	2001	15	91	106	14.2%
	2002	15	288	303	5.0%
	2003	7	119	126	5.6%
	2004	13	433	446	2.9%
	2005	4	143	147	2.7%
	2006	12	475	487	2.5%
	2007	10	136	146	6.8%
ST0004191 Total		123	2,239	2,362	5.2%
ST0004230	1986	8	24	32	25.0%
	1987	3	21	24	12.5%
	1988	7	25	32	21.9%
	1989	11	33	44	25.0%
	1990	4	45	49	8.2%
	1991	6	49	55	10.9%
	1992	7	49	56	12.5%
	1993	10	66	76	13.2%
	1994	7	109	116	6.0%
	1995	12	156	168	7.1%
	1996	27	150	177	15.3%
	1997	35	209	244	14.3%
	1998	35	295	330	10.6%
	1999	36	321	357	10.1%
	2000	30	265	295	10.2%
	2001	47	296	343	13.7%
	2002	59	783	842	7.0%
	2003	50	379	429	11.7%
	2004	71	1,143	1,214	5.8%
	2005	29	429	458	6.3%
	2006	49	1,259	1,308	3.7%
	2007	51	491	542	9.4%
ST0004230 Total		594	6,597	7,191	8.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004243	1986	1	3	4	25.0%
	1987	0	5	5	0.0%
	1988	2	7	9	22.2%
	1989	2	9	11	18.2%
	1990	0	11	11	0.0%
	1991	0	11	11	0.0%
	1992	1	6	7	14.3%
	1993	1	14	15	6.7%
	1994	3	28	31	9.7%
	1995	1	43	44	2.3%
	1996	4	46	50	8.0%
	1997	3	58	61	4.9%
	1998	2	93	95	2.1%
	1999	10	91	101	9.9%
	2000	3	76	79	3.8%
	2001	7	113	120	5.8%
	2002	11	340	351	3.1%
	2003	5	144	149	3.4%
	2004	10	584	594	1.7%
	2005	2	143	145	1.4%
	2006	16	551	567	2.8%
	2007	4	97	101	4.0%
ST0004243 Total		88	2,473	2,561	3.4%
ST0004257	1986	5	20	25	20.0%
	1987	8	52	60	13.3%
	1988	15	46	61	24.6%
	1989	13	55	68	19.1%
	1990	14	67	81	17.3%
	1991	15	78	93	16.1%
	1992	22	113	135	16.3%
	1993	25	138	163	15.3%
	1994	25	209	234	10.7%
	1995	44	314	358	12.3%
	1996	67	228	295	22.7%
	1997	78	277	355	22.0%
	1998	80	360	440	18.2%
	1999	79	371	450	17.6%
	2000	77	301	378	20.4%
	2001	96	306	402	23.9%
	2002	105	866	971	10.8%
	2003	45	391	436	10.3%
	2004	64	941	1,005	6.4%
	2005	21	298	319	6.6%
	2006	48	858	906	5.3%
	2007	10	152	162	6.2%
ST0004257 Total		956	6,441	7,397	12.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004262	1984	0	1	1	0.0%
	1986	3	16	19	15.8%
	1987	6	23	29	20.7%
	1988	9	48	57	15.8%
	1989	1	34	35	2.9%
	1990	7	54	61	11.5%
	1991	6	60	66	9.1%
	1992	7	69	76	9.2%
	1993	9	129	138	6.5%
	1994	10	155	165	6.1%
	1995	16	221	237	6.8%
	1996	51	176	227	22.5%
	1997	64	224	288	22.2%
	1998	70	293	363	19.3%
	1999	75	272	347	21.6%
	2000	61	252	313	19.5%
	2001	64	232	296	21.6%
	2002	87	645	732	11.9%
	2003	43	214	257	16.7%
	2004	54	734	788	6.9%
	2005	19	196	215	8.8%
	2006	24	620	644	3.7%
	2007	6	96	102	5.9%
ST0004262 Total		692	4,764	5,456	12.7%
ST0004298	1986	7	19	26	26.9%
	1987	10	32	42	23.8%
	1988	7	38	45	15.6%
	1989	5	45	50	10.0%
	1990	8	57	65	12.3%
	1991	12	68	80	15.0%
	1992	6	93	99	6.1%
	1993	13	127	140	9.3%
	1994	17	165	182	9.3%
	1995	19	253	272	7.0%
	1996	43	226	269	16.0%
	1997	54	278	332	16.3%
	1998	66	382	448	14.7%
	1999	58	408	466	12.4%
	2000	56	314	370	15.1%
	2001	75	377	452	16.6%
	2002	100	1,116	1,216	8.2%
	2003	43	403	446	9.6%
	2004	82	1,588	1,670	4.9%
	2005	27	384	411	6.6%
	2006	60	1,516	1,576	3.8%
	2007	11	180	191	5.8%
ST0004298 Total		779	8,069	8,848	8.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004363	1986	1	5	6	16.7%
	1987	0	13	13	0.0%
	1988	2	8	10	20.0%
	1989	2	9	11	18.2%
	1990	1	14	15	6.7%
	1991	0	12	12	0.0%
	1992	1	14	15	6.7%
	1993	5	15	20	25.0%
	1994	1	24	25	4.0%
	1995	3	27	30	10.0%
	1996	8	36	44	18.2%
	1997	7	50	57	12.3%
	1998	11	62	73	15.1%
	1999	2	74	76	2.6%
	2000	7	49	56	12.5%
	2001	8	58	66	12.1%
	2002	11	220	231	4.8%
	2003	5	76	81	6.2%
	2004	9	285	294	3.1%
	2005	5	60	65	7.7%
	2006	2	282	284	0.7%
	2007	1	34	35	2.9%
ST0004363 Total		92	1,427	1,519	6.1%
ST0004375	1986	0	5	5	0.0%
	1987	1	6	7	14.3%
	1988	0	4	4	0.0%
	1989	5	6	11	45.5%
	1990	1	16	17	5.9%
	1991	1	12	13	7.7%
	1992	2	26	28	7.1%
	1993	5	19	24	20.8%
	1994	3	31	34	8.8%
	1995	3	62	65	4.6%
	1996	11	67	78	14.1%
	1997	16	95	111	14.4%
	1998	15	116	131	11.5%
	1999	23	179	202	11.4%
	2000	15	131	146	10.3%
	2001	35	186	221	15.8%
	2002	37	507	544	6.8%
	2003	12	217	229	5.2%
	2004	45	743	788	5.7%
	2005	13	242	255	5.1%
	2006	36	765	801	4.5%
	2007	8	129	137	5.8%
ST0004375 Total		287	3,564	3,851	7.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004377	1986	2	6	8	25.0%
	1987	3	10	13	23.1%
	1988	1	10	11	9.1%
	1989	1	11	12	8.3%
	1990	4	19	23	17.4%
	1991	5	18	23	21.7%
	1992	7	23	30	23.3%
	1993	4	32	36	11.1%
	1994	1	44	45	2.2%
	1995	5	76	81	6.2%
	1996	9	70	79	11.4%
	1997	17	95	112	15.2%
	1998	22	146	168	13.1%
	1999	19	151	170	11.2%
	2000	14	126	140	10.0%
	2001	15	125	140	10.7%
	2002	46	463	509	9.0%
	2003	15	185	200	7.5%
	2004	29	618	647	4.5%
	2005	3	163	166	1.8%
	2006	13	467	480	2.7%
	2007	27	225	252	10.7%
ST0004377 Total		262	3,083	3,345	7.8%
ST0004390	1986	3	6	9	33.3%
	1987	1	4	5	20.0%
	1988	1	7	8	12.5%
	1989	1	7	8	12.5%
	1990	2	13	15	13.3%
	1991	0	14	14	0.0%
	1992	0	16	16	0.0%
	1993	2	25	27	7.4%
	1994	2	34	36	5.6%
	1995	0	36	36	0.0%
	1996	6	41	47	12.8%
	1997	6	48	54	11.1%
	1998	10	87	97	10.3%
	1999	8	65	73	11.0%
	2000	9	72	81	11.1%
	2001	12	86	98	12.2%
	2002	19	274	293	6.5%
	2003	6	110	116	5.2%
	2004	16	382	398	4.0%
	2005	3	98	101	3.0%
	2006	5	371	376	1.3%
	2007	5	83	88	5.7%
ST0004390 Total		117	1,879	1,996	5.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004405	1986	0	6	6	0.0%
	1987	0	5	5	0.0%
	1988	3	18	21	14.3%
	1989	1	14	15	6.7%
	1990	1	9	10	10.0%
	1991	1	22	23	4.3%
	1992	1	18	19	5.3%
	1993	5	19	24	20.8%
	1994	2	25	27	7.4%
	1995	1	69	70	1.4%
	1996	11	37	48	22.9%
	1997	10	75	85	11.8%
	1998	10	100	110	9.1%
	1999	9	108	117	7.7%
	2000	12	89	101	11.9%
	2001	12	102	114	10.5%
	2002	27	370	397	6.8%
	2003	11	129	140	7.9%
	2004	24	538	562	4.3%
	2005	5	123	128	3.9%
	2006	15	534	549	2.7%
	2007	4	65	69	5.8%
ST0004405 Total		165	2,475	2,640	6.3%
ST0004480	1986	3	5	8	37.5%
	1987	1	13	14	7.1%
	1988	5	9	14	35.7%
	1989	1	11	12	8.3%
	1990	7	34	41	17.1%
	1991	13	38	51	25.5%
	1992	6	56	62	9.7%
	1993	14	85	99	14.1%
	1994	25	111	136	18.4%
	1995	28	155	183	15.3%
	1996	40	120	160	25.0%
	1997	63	197	260	24.2%
	1998	66	240	306	21.6%
	1999	75	300	375	20.0%
	2000	65	265	330	19.7%
	2001	69	278	347	19.9%
	2002	80	502	582	13.7%
	2003	40	232	272	14.7%
	2004	29	615	644	4.5%
	2005	24	269	293	8.2%
	2006	22	617	639	3.4%
	2007	3	202	205	1.5%
ST0004480 Total		679	4,354	5,033	13.5%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004525	1985	0	1	1	0.0%
	1986	3	9	12	25.0%
	1987	1	15	16	6.3%
	1988	2	26	28	7.1%
	1989	2	23	25	8.0%
	1990	10	33	43	23.3%
	1991	4	31	35	11.4%
	1992	8	53	61	13.1%
	1993	10	59	69	14.5%
	1994	15	98	113	13.3%
	1995	16	130	146	11.0%
	1996	22	133	155	14.2%
	1997	36	200	236	15.3%
	1998	38	310	348	10.9%
	1999	45	292	337	13.4%
	2000	53	236	289	18.3%
	2001	65	257	322	20.2%
	2002	90	748	838	10.7%
	2003	35	291	326	10.7%
	2004	72	1,042	1,114	6.5%
	2005	18	276	294	6.1%
	2006	32	979	1,011	3.2%
	2007	8	143	151	5.3%
ST0004525 Total		585	5,385	5,970	9.8%
ST0004541	1985	0	1	1	0.0%
	1986	3	9	12	25.0%
	1987	6	13	19	31.6%
	1988	2	6	8	25.0%
	1989	0	25	25	0.0%
	1990	3	18	21	14.3%
	1991	3	35	38	7.9%
	1992	6	34	40	15.0%
	1993	5	56	61	8.2%
	1994	6	63	69	8.7%
	1995	5	107	112	4.5%
	1996	9	94	103	8.7%
	1997	16	124	140	11.4%
	1998	22	167	189	11.6%
	1999	15	182	197	7.6%
	2000	19	133	152	12.5%
	2001	23	110	133	17.3%
	2002	40	475	515	7.8%
	2003	19	152	171	11.1%
	2004	27	485	512	5.3%
	2005	7	146	153	4.6%
	2006	9	469	478	1.9%
	2007	1	54	55	1.8%
ST0004541 Total		246	2,958	3,204	7.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004591	1986	1	4	5	20.0%
	1987	0	4	4	0.0%
	1988	1	5	6	16.7%
	1989	0	7	7	0.0%
	1990	1	3	4	25.0%
	1991	1	6	7	14.3%
	1992	2	8	10	20.0%
	1993	2	12	14	14.3%
	1994	2	23	25	8.0%
	1995	3	32	35	8.6%
	1996	6	48	54	11.1%
	1997	12	84	96	12.5%
	1998	6	73	79	7.6%
	1999	18	100	118	15.3%
	2000	13	80	93	14.0%
	2001	16	92	108	14.8%
	2002	30	211	241	12.4%
	2003	10	116	126	7.9%
	2004	12	229	241	5.0%
	2005	13	70	83	15.7%
	2006	23	214	237	9.7%
	2007	11	50	61	18.0%
ST0004591 Total		183	1,471	1,654	11.1%
ST0004592	1986	6	16	22	27.3%
	1987	5	39	44	11.4%
	1988	5	30	35	14.3%
	1989	3	45	48	6.3%
	1990	5	51	56	8.9%
	1991	6	53	59	10.2%
	1992	5	76	81	6.2%
	1993	10	100	110	9.1%
	1994	15	141	156	9.6%
	1995	18	168	186	9.7%
	1996	22	176	198	11.1%
	1997	38	256	294	12.9%
	1998	41	321	362	11.3%
	1999	40	298	338	11.8%
	2000	38	297	335	11.3%
	2001	36	296	332	10.8%
	2002	69	674	743	9.3%
	2003	23	263	286	8.0%
	2004	37	727	764	4.8%
	2005	13	239	252	5.2%
	2006	34	754	788	4.3%
	2007	42	521	563	7.5%
ST0004592 Total		511	5,541	6,052	8.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004615	1986	0	1	1	0.0%
	1987	1	7	8	12.5%
	1988	0	5	5	0.0%
	1989	0	9	9	0.0%
	1990	2	7	9	22.2%
	1991	2	18	20	10.0%
	1992	2	11	13	15.4%
	1993	1	21	22	4.5%
	1994	2	38	40	5.0%
	1995	0	44	44	0.0%
	1996	11	62	73	15.1%
	1997	17	76	93	18.3%
	1998	19	95	114	16.7%
	1999	18	105	123	14.6%
	2000	21	71	92	22.8%
	2001	23	100	123	18.7%
	2002	40	368	408	9.8%
	2003	14	104	118	11.9%
	2004	30	424	454	6.6%
	2005	4	112	116	3.4%
	2006	9	454	463	1.9%
	2007	0	32	32	0.0%
ST0004615 Total		216	2,164	2,380	9.1%
ST0004628	1986	3	6	9	33.3%
	1987	0	7	7	0.0%
	1988	2	5	7	28.6%
	1989	0	3	3	0.0%
	1990	1	13	14	7.1%
	1991	1	9	10	10.0%
	1992	2	21	23	8.7%
	1993	0	36	36	0.0%
	1994	5	49	54	9.3%
	1995	6	65	71	8.5%
	1996	13	62	75	17.3%
	1997	20	95	115	17.4%
	1998	18	150	168	10.7%
	1999	17	145	162	10.5%
	2000	20	133	153	13.1%
	2001	28	171	199	14.1%
	2002	39	436	475	8.2%
	2003	23	165	188	12.2%
	2004	23	582	605	3.8%
	2005	7	144	151	4.6%
	2006	25	583	608	4.1%
	2007	4	108	112	3.6%
ST0004628 Total		257	2,988	3,245	7.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004632	1985	1	1	2	50.0%
	1986	6	8	14	42.9%
	1987	4	12	16	25.0%
	1988	3	14	17	17.6%
	1989	5	15	20	25.0%
	1990	4	32	36	11.1%
	1991	4	17	21	19.0%
	1992	4	37	41	9.8%
	1993	6	61	67	9.0%
	1994	10	64	74	13.5%
	1995	12	112	124	9.7%
	1996	21	97	118	17.8%
	1997	26	131	157	16.6%
	1998	30	144	174	17.2%
	1999	37	154	191	19.4%
	2000	27	127	154	17.5%
	2001	28	127	155	18.1%
	2002	32	351	383	8.4%
	2003	21	140	161	13.0%
	2004	27	450	477	5.7%
	2005	5	129	134	3.7%
	2006	9	386	395	2.3%
	2007	2	87	89	2.2%
ST0004632 Total		324	2,696	3,020	10.7%
ST0004657	1986	1	18	19	5.3%
	1987	1	19	20	5.0%
	1988	9	16	25	36.0%
	1989	8	41	49	16.3%
	1990	2	38	40	5.0%
	1991	6	40	46	13.0%
	1992	6	34	40	15.0%
	1993	16	78	94	17.0%
	1994	14	112	126	11.1%
	1995	9	124	133	6.8%
	1996	25	156	181	13.8%
	1997	29	198	227	12.8%
	1998	32	209	241	13.3%
	1999	36	271	307	11.7%
	2000	26	177	203	12.8%
	2001	35	223	258	13.6%
	2002	55	561	616	8.9%
	2003	24	191	215	11.2%
	2004	45	784	829	5.4%
	2005	9	183	192	4.7%
	2006	23	588	611	3.8%
	2007	4	53	57	7.0%
ST0004657 Total		415	4,114	4,529	9.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004658	1985	0	1	1	0.0%
	1986	3	14	17	17.6%
	1987	7	17	24	29.2%
	1988	4	30	34	11.8%
	1989	5	35	40	12.5%
	1990	5	27	32	15.6%
	1991	2	20	22	9.1%
	1992	4	36	40	10.0%
	1993	9	60	69	13.0%
	1994	5	62	67	7.5%
	1995	15	95	110	13.6%
	1996	20	106	126	15.9%
	1997	19	135	154	12.3%
	1998	29	172	201	14.4%
	1999	30	240	270	11.1%
	2000	30	145	175	17.1%
	2001	38	199	237	16.0%
	2002	58	559	617	9.4%
	2003	33	247	280	11.8%
	2004	55	784	839	6.6%
	2005	17	236	253	6.7%
	2006	36	730	766	4.7%
	2007	29	215	244	11.9%
ST0004658 Total		453	4,165	4,618	9.8%
ST0004696	1986	1	7	8	12.5%
	1987	3	12	15	20.0%
	1988	7	18	25	28.0%
	1989	7	18	25	28.0%
	1990	3	20	23	13.0%
	1991	5	31	36	13.9%
	1992	6	29	35	17.1%
	1993	11	44	55	20.0%
	1994	5	63	68	7.4%
	1995	12	88	100	12.0%
	1996	18	87	105	17.1%
	1997	23	125	148	15.5%
	1998	28	146	174	16.1%
	1999	30	177	207	14.5%
	2000	31	169	200	15.5%
	2001	17	144	161	10.6%
	2002	54	396	450	12.0%
	2003	17	184	201	8.5%
	2004	29	532	561	5.2%
	2005	4	183	187	2.1%
	2006	16	541	557	2.9%
	2007	4	99	103	3.9%
ST0004696 Total		331	3,113	3,444	9.6%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004701	1986	0	5	5	0.0%
	1987	2	6	8	25.0%
	1988	0	9	9	0.0%
	1989	0	11	11	0.0%
	1990	2	12	14	14.3%
	1991	0	18	18	0.0%
	1992	3	15	18	16.7%
	1993	0	35	35	0.0%
	1994	3	26	29	10.3%
	1995	1	54	55	1.8%
	1996	4	37	41	9.8%
	1997	17	73	90	18.9%
	1998	11	65	76	14.5%
	1999	9	100	109	8.3%
	2000	8	36	44	18.2%
	2001	7	48	55	12.7%
	2002	5	63	68	7.4%
	2003	5	50	55	9.1%
	2004	9	151	160	5.6%
	2005	2	39	41	4.9%
	2006	3	136	139	2.2%
	2007	0	4	4	0.0%
ST0004701 Total		91	993	1,084	8.4%
ST0004710	1986	2	11	13	15.4%
	1987	1	11	12	8.3%
	1988	3	17	20	15.0%
	1989	2	21	23	8.7%
	1990	3	27	30	10.0%
	1991	2	16	18	11.1%
	1992	4	35	39	10.3%
	1993	1	28	29	3.4%
	1994	8	63	71	11.3%
	1995	8	69	77	10.4%
	1996	8	71	79	10.1%
	1997	10	91	101	9.9%
	1998	13	101	114	11.4%
	1999	9	99	108	8.3%
	2000	8	74	82	9.8%
	2001	5	78	83	6.0%
	2002	23	156	179	12.8%
	2003	2	56	58	3.4%
	2004	6	175	181	3.3%
	2005	2	42	44	4.5%
	2006	3	114	117	2.6%
	2007	0	13	13	0.0%
ST0004710 Total		123	1,368	1,491	8.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004713	1986	6	12	18	33.3%
	1987	4	23	27	14.8%
	1988	14	24	38	36.8%
	1989	6	29	35	17.1%
	1990	6	23	29	20.7%
	1991	6	27	33	18.2%
	1992	6	49	55	10.9%
	1993	12	61	73	16.4%
	1994	12	93	105	11.4%
	1995	10	117	127	7.9%
	1996	29	104	133	21.8%
	1997	42	130	172	24.4%
	1998	31	148	179	17.3%
	1999	35	157	192	18.2%
	2000	35	117	152	23.0%
	2001	38	98	136	27.9%
	2002	45	292	337	13.4%
	2003	10	103	113	8.8%
	2004	29	279	308	9.4%
	2005	9	84	93	9.7%
	2006	8	216	224	3.6%
	2007	1	27	28	3.6%
ST0004713 Total		394	2,213	2,607	15.1%
ST0004722	1986	4	19	23	17.4%
	1987	14	40	54	25.9%
	1988	4	30	34	11.8%
	1989	13	43	56	23.2%
	1990	9	56	65	13.8%
	1991	13	75	88	14.8%
	1992	13	89	102	12.7%
	1993	16	145	161	9.9%
	1994	18	167	185	9.7%
	1995	31	298	329	9.4%
	1996	61	247	308	19.8%
	1997	70	326	396	17.7%
	1998	78	469	547	14.3%
	1999	86	562	648	13.3%
	2000	80	408	488	16.4%
	2001	104	442	546	19.0%
	2002	150	1,318	1,468	10.2%
	2003	84	601	685	12.3%
	2004	106	1,838	1,944	5.5%
	2005	49	552	601	8.2%
	2006	86	1,879	1,965	4.4%
	2007	41	523	564	7.3%
ST0004722 Total		1,130	10,127	11,257	10.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004739	1986	3	13	16	18.8%
	1987	3	17	20	15.0%
	1988	6	10	16	37.5%
	1989	2	18	20	10.0%
	1990	4	30	34	11.8%
	1991	8	26	34	23.5%
	1992	7	36	43	16.3%
	1993	5	60	65	7.7%
	1994	6	95	101	5.9%
	1995	13	115	128	10.2%
	1996	16	126	142	11.3%
	1997	25	201	226	11.1%
	1998	40	275	315	12.7%
	1999	33	330	363	9.1%
	2000	37	241	278	13.3%
	2001	50	267	317	15.8%
	2002	60	720	780	7.7%
	2003	42	275	317	13.2%
	2004	44	790	834	5.3%
	2005	23	217	240	9.6%
	2006	33	719	752	4.4%
	2007	11	252	263	4.2%
ST0004739 Total		471	4,833	5,304	8.9%
ST0004745	1985	0	1	1	0.0%
	1986	4	5	9	44.4%
	1987	2	9	11	18.2%
	1988	2	8	10	20.0%
	1989	5	20	25	20.0%
	1990	6	18	24	25.0%
	1991	3	14	17	17.6%
	1992	5	28	33	15.2%
	1993	4	20	24	16.7%
	1994	6	50	56	10.7%
	1995	9	63	72	12.5%
	1996	7	46	53	13.2%
	1997	12	79	91	13.2%
	1998	12	84	96	12.5%
	1999	17	82	99	17.2%
	2000	14	64	78	17.9%
	2001	21	53	74	28.4%
	2002	15	202	217	6.9%
	2003	4	50	54	7.4%
	2004	15	212	227	6.6%
	2005	5	53	58	8.6%
	2006	16	187	203	7.9%
	2007	9	30	39	23.1%
ST0004745 Total		193	1,378	1,571	12.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004750	1986	8	13	21	38.1%
	1987	4	26	30	13.3%
	1988	8	22	30	26.7%
	1989	7	32	39	17.9%
	1990	3	32	35	8.6%
	1991	6	28	34	17.6%
	1992	10	42	52	19.2%
	1993	11	59	70	15.7%
	1994	10	104	114	8.8%
	1995	7	140	147	4.8%
	1996	29	137	166	17.5%
	1997	43	152	195	22.1%
	1998	51	204	255	20.0%
	1999	39	250	289	13.5%
	2000	52	221	273	19.0%
	2001	38	175	213	17.8%
	2002	68	522	590	11.5%
	2003	30	223	253	11.9%
	2004	47	641	688	6.8%
	2005	17	198	215	7.9%
	2006	19	616	635	3.0%
	2007	2	64	66	3.0%
ST0004750 Total		509	3,901	4,410	11.5%
ST0004762	1986	2	10	12	16.7%
	1987	1	10	11	9.1%
	1988	4	17	21	19.0%
	1989	1	20	21	4.8%
	1990	3	19	22	13.6%
	1991	3	13	16	18.8%
	1992	4	27	31	12.9%
	1993	1	22	23	4.3%
	1994	9	44	53	17.0%
	1995	2	61	63	3.2%
	1996	7	66	73	9.6%
	1997	12	75	87	13.8%
	1998	18	130	148	12.2%
	1999	12	131	143	8.4%
	2000	19	99	118	16.1%
	2001	15	102	117	12.8%
	2002	18	223	241	7.5%
	2003	8	82	90	8.9%
	2004	11	261	272	4.0%
	2005	2	57	59	3.4%
	2006	4	217	221	1.8%
	2007	0	8	8	0.0%
ST0004762 Total		156	1,694	1,850	8.4%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004764	1986	0	6	6	0.0%
	1987	0	3	3	0.0%
	1988	0	4	4	0.0%
	1989	0	8	8	0.0%
	1990	0	5	5	0.0%
	1991	1	8	9	11.1%
	1992	1	21	22	4.5%
	1993	1	21	22	4.5%
	1994	4	27	31	12.9%
	1995	3	48	51	5.9%
	1996	8	45	53	15.1%
	1997	8	63	71	11.3%
	1998	10	86	96	10.4%
	1999	14	132	146	9.6%
	2000	14	122	136	10.3%
	2001	12	121	133	9.0%
	2002	25	366	391	6.4%
	2003	12	122	134	9.0%
	2004	17	419	436	3.9%
	2005	13	120	133	9.8%
	2006	21	484	505	4.2%
	2007	12	148	160	7.5%
ST0004764 Total		176	2,379	2,555	6.9%
ST0004765	1986	0	1	1	0.0%
	1987	0	5	5	0.0%
	1988	0	6	6	0.0%
	1989	2	9	11	18.2%
	1990	2	8	10	20.0%
	1991	1	9	10	10.0%
	1992	2	9	11	18.2%
	1993	1	15	16	6.3%
	1994	4	28	32	12.5%
	1995	2	25	27	7.4%
	1996	25	100	125	20.0%
	1997	46	141	187	24.6%
	1998	44	165	209	21.1%
	1999	32	196	228	14.0%
	2000	37	174	211	17.5%
	2001	41	145	186	22.0%
	2002	52	414	466	11.2%
	2003	20	182	202	9.9%
	2004	29	467	496	5.8%
	2005	9	164	173	5.2%
	2006	26	486	512	5.1%
	2007	7	102	109	6.4%
ST0004765 Total		382	2,851	3,233	11.8%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004769	1986	6	8	14	42.9%
	1987	1	14	15	6.7%
	1988	2	15	17	11.8%
	1989	1	22	23	4.3%
	1990	1	27	28	3.6%
	1991	2	27	29	6.9%
	1992	1	32	33	3.0%
	1993	6	43	49	12.2%
	1994	5	51	56	8.9%
	1995	3	79	82	3.7%
	1996	16	65	81	19.8%
	1997	16	127	143	11.2%
	1998	34	133	167	20.4%
	1999	10	157	167	6.0%
	2000	15	100	115	13.0%
	2001	14	110	124	11.3%
	2002	27	362	389	6.9%
	2003	13	102	115	11.3%
	2004	17	447	464	3.7%
	2005	3	89	92	3.3%
	2006	12	399	411	2.9%
	2007	6	55	61	9.8%
ST0004769 Total		211	2,464	2,675	7.9%
ST0004772	1986	1	6	7	14.3%
	1987	1	19	20	5.0%
	1988	5	16	21	23.8%
	1989	1	21	22	4.5%
	1990	5	21	26	19.2%
	1991	4	23	27	14.8%
	1992	2	26	28	7.1%
	1993	4	33	37	10.8%
	1994	7	58	65	10.8%
	1995	1	86	87	1.1%
	1996	11	83	94	11.7%
	1997	20	128	148	13.5%
	1998	12	108	120	10.0%
	1999	23	160	183	12.6%
	2000	17	99	116	14.7%
	2001	19	101	120	15.8%
	2002	24	313	337	7.1%
	2003	13	94	107	12.1%
	2004	14	351	365	3.8%
	2005	2	76	78	2.6%
	2006	7	292	299	2.3%
	2007	0	18	18	0.0%
ST0004772 Total		193	2,132	2,325	8.3%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004777	1986	0	2	2	0.0%
	1987	1	4	5	20.0%
	1988	1	4	5	20.0%
	1989	0	4	4	0.0%
	1990	0	2	2	0.0%
	1991	1	5	6	16.7%
	1992	1	5	6	16.7%
	1993	2	9	11	18.2%
	1994	1	14	15	6.7%
	1995	2	25	27	7.4%
	1996	7	23	30	23.3%
	1997	7	25	32	21.9%
	1998	8	39	47	17.0%
	1999	3	53	56	5.4%
	2000	6	23	29	20.7%
	2001	12	30	42	28.6%
	2002	5	28	33	15.2%
	2003	2	33	35	5.7%
	2004	1	76	77	1.3%
	2005	6	42	48	12.5%
	2006	2	61	63	3.2%
	2007	1	25	26	3.8%
ST0004777 Total		69	532	601	11.5%
ST0004788	1983	0	1	1	0.0%
	1986	6	9	15	40.0%
	1987	1	14	15	6.7%
	1988	4	24	28	14.3%
	1989	5	29	34	14.7%
	1990	11	53	64	17.2%
	1991	11	46	57	19.3%
	1992	15	74	89	16.9%
	1993	22	103	125	17.6%
	1994	22	153	175	12.6%
	1995	20	202	222	9.0%
	1996	51	165	216	23.6%
	1997	71	210	281	25.3%
	1998	89	234	323	27.6%
	1999	75	230	305	24.6%
	2000	76	265	341	22.3%
	2001	78	189	267	29.2%
	2002	87	378	465	18.7%
	2003	50	237	287	17.4%
	2004	42	337	379	11.1%
	2005	16	129	145	11.0%
	2006	15	327	342	4.4%
	2007	8	95	103	7.8%
ST0004788 Total		775	3,504	4,279	18.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004816	1986	0	2	2	0.0%
	1987	1	1	2	50.0%
	1988	2	5	7	28.6%
	1989	2	5	7	28.6%
	1990	1	7	8	12.5%
	1991	2	9	11	18.2%
	1992	3	13	16	18.8%
	1993	1	15	16	6.3%
	1994	1	11	12	8.3%
	1995	2	31	33	6.1%
	1996	7	19	26	26.9%
	1997	4	44	48	8.3%
	1998	7	37	44	15.9%
	1999	7	40	47	14.9%
	2000	4	20	24	16.7%
	2001	9	31	40	22.5%
	2002	2	46	48	4.2%
	2003	4	20	24	16.7%
	2004	8	81	89	9.0%
	2005	4	26	30	13.3%
	2006	10	82	92	10.9%
	2007	8	20	28	28.6%
ST0004816 Total		89	565	654	13.6%
ST0004817	1986	1	4	5	20.0%
	1987	3	10	13	23.1%
	1988	2	8	10	20.0%
	1989	0	10	10	0.0%
	1990	2	15	17	11.8%
	1991	3	25	28	10.7%
	1992	2	23	25	8.0%
	1993	3	37	40	7.5%
	1994	5	49	54	9.3%
	1995	4	73	77	5.2%
	1996	10	71	81	12.3%
	1997	15	88	103	14.6%
	1998	13	110	123	10.6%
	1999	16	115	131	12.2%
	2000	13	88	101	12.9%
	2001	19	84	103	18.4%
	2002	22	257	279	7.9%
	2003	7	99	106	6.6%
	2004	12	253	265	4.5%
	2005	5	66	71	7.0%
	2006	2	272	274	0.7%
	2007	0	22	22	0.0%
ST0004817 Total		159	1,779	1,938	8.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004820	1984	1	0	1	100.0%
	1986	1	14	15	6.7%
	1987	7	23	30	23.3%
	1988	7	28	35	20.0%
	1989	13	28	41	31.7%
	1990	12	58	70	17.1%
	1991	14	55	69	20.3%
	1992	11	92	103	10.7%
	1993	24	120	144	16.7%
	1994	22	197	219	10.0%
	1995	25	230	255	9.8%
	1996	74	205	279	26.5%
	1997	104	243	347	30.0%
	1998	103	258	361	28.5%
	1999	80	323	403	19.9%
	2000	77	309	386	19.9%
	2001	98	197	295	33.2%
	2002	91	357	448	20.3%
	2003	43	225	268	16.0%
	2004	43	336	379	11.3%
	2005	16	166	182	8.8%
	2006	21	244	265	7.9%
	2007	1	49	50	2.0%
ST0004820 Total		888	3,757	4,645	19.1%
ST0004828	1985	0	1	1	0.0%
	1986	8	9	17	47.1%
	1987	6	19	25	24.0%
	1988	9	25	34	26.5%
	1989	7	47	54	13.0%
	1990	14	43	57	24.6%
	1991	22	75	97	22.7%
	1992	30	100	130	23.1%
	1993	24	129	153	15.7%
	1994	16	228	244	6.6%
	1995	33	261	294	11.2%
	1996	94	228	322	29.2%
	1997	103	327	430	24.0%
	1998	110	321	431	25.5%
	1999	127	363	490	25.9%
	2000	111	352	463	24.0%
	2001	102	305	407	25.1%
	2002	102	744	846	12.1%
	2003	55	332	387	14.2%
	2004	56	756	812	6.9%
	2005	26	272	298	8.7%
	2006	33	654	687	4.8%
	2007	6	54	60	10.0%
ST0004828 Total		1,094	5,645	6,739	16.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004837	1985	0	1	1	0.0%
	1986	2	4	6	33.3%
	1987	4	14	18	22.2%
	1988	5	16	21	23.8%
	1989	6	27	33	18.2%
	1990	4	30	34	11.8%
	1991	3	35	38	7.9%
	1992	13	39	52	25.0%
	1993	7	58	65	10.8%
	1994	11	86	97	11.3%
	1995	17	111	128	13.3%
	1996	19	114	133	14.3%
	1997	39	148	187	20.9%
	1998	41	155	196	20.9%
	1999	31	188	219	14.2%
	2000	40	137	177	22.6%
	2001	38	127	165	23.0%
	2002	59	349	408	14.5%
	2003	22	128	150	14.7%
	2004	24	336	360	6.7%
	2005	9	92	101	8.9%
	2006	9	308	317	2.8%
	2007	0	35	35	0.0%
ST0004837 Total		403	2,538	2,941	13.7%
ST0004839	1985	0	1	1	0.0%
	1986	4	10	14	28.6%
	1987	3	19	22	13.6%
	1988	4	21	25	16.0%
	1989	3	26	29	10.3%
	1990	6	40	46	13.0%
	1991	2	37	39	5.1%
	1992	12	43	55	21.8%
	1993	1	80	81	1.2%
	1994	5	123	128	3.9%
	1995	9	153	162	5.6%
	1996	16	114	130	12.3%
	1997	32	151	183	17.5%
	1998	26	178	204	12.7%
	1999	31	183	214	14.5%
	2000	30	191	221	13.6%
	2001	27	209	236	11.4%
	2002	37	514	551	6.7%
	2003	15	228	243	6.2%
	2004	19	621	640	3.0%
	2005	14	181	195	7.2%
	2006	28	623	651	4.3%
	2007	40	306	346	11.6%
ST0004839 Total		364	4,052	4,416	8.2%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004843	1986	2	14	16	12.5%
	1987	2	33	35	5.7%
	1988	1	24	25	4.0%
	1989	5	34	39	12.8%
	1990	3	27	30	10.0%
	1991	6	29	35	17.1%
	1992	7	44	51	13.7%
	1993	2	67	69	2.9%
	1994	5	109	114	4.4%
	1995	7	150	157	4.5%
	1996	29	110	139	20.9%
	1997	22	171	193	11.4%
	1998	37	215	252	14.7%
	1999	36	222	258	14.0%
	2000	31	158	189	16.4%
	2001	38	161	199	19.1%
	2002	49	608	657	7.5%
	2003	22	222	244	9.0%
	2004	52	829	881	5.9%
	2005	23	217	240	9.6%
	2006	28	791	819	3.4%
	2007	5	126	131	3.8%
ST0004843 Total		412	4,361	4,773	8.6%
ST0004847	1986	3	11	14	21.4%
	1987	6	15	21	28.6%
	1988	7	26	33	21.2%
	1989	6	27	33	18.2%
	1990	4	23	27	14.8%
	1991	8	30	38	21.1%
	1992	7	37	44	15.9%
	1993	3	61	64	4.7%
	1994	5	96	101	5.0%
	1995	13	121	134	9.7%
	1996	18	91	109	16.5%
	1997	24	147	171	14.0%
	1998	38	195	233	16.3%
	1999	27	223	250	10.8%
	2000	35	156	191	18.3%
	2001	25	162	187	13.4%
	2002	56	531	587	9.5%
	2003	22	170	192	11.5%
	2004	36	649	685	5.3%
	2005	10	155	165	6.1%
	2006	14	711	725	1.9%
	2007	2	53	55	3.6%
ST0004847 Total		369	3,690	4,059	9.1%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004854	1986	2	13	15	13.3%
	1987	10	27	37	27.0%
	1988	6	28	34	17.6%
	1989	6	49	55	10.9%
	1990	11	54	65	16.9%
	1991	11	46	57	19.3%
	1992	16	86	102	15.7%
	1993	13	134	147	8.8%
	1994	24	154	178	13.5%
	1995	20	239	259	7.7%
	1996	54	259	313	17.3%
	1997	73	316	389	18.8%
	1998	71	364	435	16.3%
	1999	80	419	499	16.0%
	2000	73	373	446	16.4%
	2001	77	373	450	17.1%
	2002	120	929	1,049	11.4%
	2003	50	375	425	11.8%
	2004	64	1,197	1,261	5.1%
	2005	31	368	399	7.8%
	2006	58	1,144	1,202	4.8%
	2007	17	150	167	10.2%
ST0004854 Total		887	7,097	7,984	11.1%
ST0004855	1986	1	10	11	9.1%
	1987	6	8	14	42.9%
	1988	7	12	19	36.8%
	1989	2	17	19	10.5%
	1990	4	19	23	17.4%
	1991	4	32	36	11.1%
	1992	7	39	46	15.2%
	1993	10	49	59	16.9%
	1994	7	77	84	8.3%
	1995	12	104	116	10.3%
	1996	45	92	137	32.8%
	1997	49	112	161	30.4%
	1998	44	97	141	31.2%
	1999	48	148	196	24.5%
	2000	28	95	123	22.8%
	2001	37	81	118	31.4%
	2002	43	151	194	22.2%
	2003	13	56	69	18.8%
	2004	17	157	174	9.8%
	2005	5	44	49	10.2%
	2006	7	104	111	6.3%
	2007	0	21	21	0.0%
	2008	1	0	1	100.0%
ST0004855 Total		397	1,525	1,922	20.7%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004866	1985	1	0	1	100.0%
	1986	3	6	9	33.3%
	1987	4	6	10	40.0%
	1988	3	14	17	17.6%
	1989	4	15	19	21.1%
	1990	6	24	30	20.0%
	1991	10	25	35	28.6%
	1992	6	33	39	15.4%
	1993	12	63	75	16.0%
	1994	11	80	91	12.1%
	1995	16	110	126	12.7%
	1996	45	119	164	27.4%
	1997	63	125	188	33.5%
	1998	50	169	219	22.8%
	1999	66	179	245	26.9%
	2000	58	175	233	24.9%
	2001	48	164	212	22.6%
	2002	61	298	359	17.0%
	2003	20	153	173	11.6%
	2004	23	336	359	6.4%
	2005	18	129	147	12.2%
	2006	14	279	293	4.8%
	2007	2	47	49	4.1%
ST0004866 Total		544	2,549	3,093	17.6%
ST0004867	1986	11	26	37	29.7%
	1987	9	44	53	17.0%
	1988	8	56	64	12.5%
	1989	11	67	78	14.1%
	1990	18	64	82	22.0%
	1991	14	86	100	14.0%
	1992	17	122	139	12.2%
	1993	19	181	200	9.5%
	1994	25	244	269	9.3%
	1995	33	366	399	8.3%
	1996	82	334	416	19.7%
	1997	120	401	521	23.0%
	1998	126	513	639	19.7%
	1999	108	516	624	17.3%
	2000	106	455	561	18.9%
	2001	107	378	485	22.1%
	2002	137	1,019	1,156	11.9%
	2003	59	415	474	12.4%
	2004	91	1,187	1,278	7.1%
	2005	21	388	409	5.1%
	2006	50	961	1,011	4.9%
	2007	6	116	122	4.9%
ST0004867 Total		1,178	7,939	9,117	12.9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004870	1986	1	3	4	25.0%
	1987	1	7	8	12.5%
	1988	0	2	2	0.0%
	1989	0	6	6	0.0%
	1990	0	8	8	0.0%
	1991	0	5	5	0.0%
	1992	0	13	13	0.0%
	1993	1	22	23	4.3%
	1994	0	27	27	0.0%
	1995	2	36	38	5.3%
	1996	4	28	32	12.5%
	1997	5	42	47	10.6%
	1998	6	52	58	10.3%
	1999	6	55	61	9.8%
	2000	1	49	50	2.0%
	2001	7	66	73	9.6%
	2002	11	220	231	4.8%
	2003	6	72	78	7.7%
	2004	13	299	312	4.2%
	2005	4	63	67	6.0%
	2006	4	285	289	1.4%
	2007	1	20	21	4.8%
ST0004870 Total		73	1,380	1,453	5.0%
ST0004871	1986	0	4	4	0.0%
	1987	0	13	13	0.0%
	1988	2	6	8	25.0%
	1989	3	14	17	17.6%
	1990	2	11	13	15.4%
	1991	5	24	29	17.2%
	1992	2	26	28	7.1%
	1993	3	44	47	6.4%
	1994	3	42	45	6.7%
	1995	4	82	86	4.7%
	1996	11	47	58	19.0%
	1997	21	79	100	21.0%
	1998	19	115	134	14.2%
	1999	16	146	162	9.9%
	2000	15	82	97	15.5%
	2001	23	97	120	19.2%
	2002	37	330	367	10.1%
	2003	12	116	128	9.4%
	2004	30	431	461	6.5%
	2005	3	93	96	3.1%
	2006	8	388	396	2.0%
	2007	0	30	30	0.0%
ST0004871 Total		219	2,220	2,439	9.0%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004875	1986	0	6	6	0.0%
	1987	3	6	9	33.3%
	1988	1	11	12	8.3%
	1989	5	9	14	35.7%
	1990	2	13	15	13.3%
	1991	1	11	12	8.3%
	1992	3	19	22	13.6%
	1993	2	31	33	6.1%
	1994	6	28	34	17.6%
	1995	6	40	46	13.0%
	1996	6	33	39	15.4%
	1997	9	50	59	15.3%
	1998	12	49	61	19.7%
	1999	14	49	63	22.2%
	2000	4	48	52	7.7%
	2001	4	39	43	9.3%
	2002	18	104	122	14.8%
	2003	5	62	67	7.5%
	2004	11	129	140	7.9%
	2005	9	67	76	11.8%
	2006	16	177	193	8.3%
	2007	10	151	161	6.2%
ST0004875 Total		147	1,132	1,279	11.5%
ST0004888	1986	2	5	7	28.6%
	1987	6	11	17	35.3%
	1988	3	14	17	17.6%
	1989	5	19	24	20.8%
	1990	5	17	22	22.7%
	1991	2	15	17	11.8%
	1992	7	22	29	24.1%
	1993	6	27	33	18.2%
	1994	10	56	66	15.2%
	1995	11	64	75	14.7%
	1996	14	74	88	15.9%
	1997	22	99	121	18.2%
	1998	17	100	117	14.5%
	1999	19	121	140	13.6%
	2000	31	87	118	26.3%
	2001	17	88	105	16.2%
	2002	44	314	358	12.3%
	2003	12	109	121	9.9%
	2004	22	299	321	6.9%
	2005	13	88	101	12.9%
	2006	12	257	269	4.5%
	2007	1	41	42	2.4%
ST0004888 Total		281	1,927	2,208	12.7%
Grand Total		101,041	840,901	941,942	10.7%

Table (b) (1) & (2)(I,ii, & v) Quality Assurance			
	Beginnning of Year	Left Program	Added to Program
No. of Inspection stations/lanes operating throughout 2010	281	9	10
Receiving overt performance audits in 2009	278		
Not Receiving overt performance audits in 2010	0		
That have been shut down as a result of overt performance audits	3		

Table (b)(2)(iii, iv) & (3,8,9) Quality Assurance			
No of Inspection stations/lanes operating throughout 2010	All Test Types	OBD Tests	ASM Tests
Receiving Covert Audits	246	0	246
Not Receiving Covert Audits	4	0	4
Number of Covert Audits	294	0	294
Conducted with vehicle set to fail	0	0	0
Conducted with vehicle set to fail any combination of two or more types	N/A	N/A	N/A
Resulting in a False Pass	0	0	0
Resulting in a False Pass for any combination of two or more test types	N/A	N/A	N/A
Total number of Covert vehicles available for undercover audits in 2010	1	0	1
Total number of Covert auditors available for undercover audits in 2010	11	0	11

Table (b) (4)(I & ii) Quality Assurance		
	Stations	Inspectors
Suspended as a result of covert audits	2	1
Suspended for other reasons	0	9

Table (b) (5) Quality Assurance	
Certified Testing Inspectors as of 12/31/10	1116

Table (d) (1)(v).	
Time Extension and Other Exemptions	4,580

Table (d) (3)(i). # and % of subject vehicles that were tested by the initial deadline	
Deadline	% of Vehicles
On Due date	3.37%
1-30 days early	38.25%
31-60 days early	18.39%
61-90 days early	0.29%
91-120 days early	0.14%
> 120 days early	2.42%
1-30 days late	11.04%
31-60 days late	3.12%
61-90 days late	1.69%
91-120 days late	1.30%
> 120 days late	19.99%

Figures based on 'Noticed' vehicles/tested volume of 821,854

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
0014	Gary Rome	**1**	3	0	
0020	Cargill Chevrolet Co	**1**	2	0	
0023	Robert's Chrysler-Dodge	**1**	5	2	
0034	Bob Valenti Chevrolet-Olds	**1**	3	2	
0036	Hoffman Auto Group	**1**	3	0	
0065	Stevens Ford Linc-Merc	**1**	3	2	
0107	King Olds-Cadillac	**1**	5	0	
0112	Brustolon	**1**	3	1	
0120	Girard Ford	**1**	6	2	
0125	Candlewood Valley Motors	**1**	4	0	
0129	Southworth's Chrysler	**1**	3	2	
0132	Middletown Toyota	**1**	4	2	
0171	O'Neills	**1**	4	1	
0193	M J Sullivan Auto	**1**	2	1	
0229	Hartford Toyota Superstore	**1**	6	4	
0315	Schaller Tire Distributer	**1**	3	0	
0326	Midas	**1**	5	2	
0328	Automotive Plus	**1**	4	4	
0329	Firestone	**1**	3	0	
0359	Laurel Automotive	**1**	5	0	
0373	Tire King	**1**	1	0	New as of 9/17/10
0375	Advanced Auto	**1**	3	0	
0386	Hamelin & Sons	**1**	3	0	
0412	Arnold's Garage	**1**	3	1	
0434	Midas	**1**	3	1	
0469	Lees Auto Center	**1**	3	1	
0493	Midas	**1**	4	2	
0516	Hallmark Tire Co	**1**	3	0	
0520	Farmington Motor Sports	**1**	5	1	
0525	Firestone	**1**	4	1	
0549	Morande Ford	**1**	4	1	
0557	Kensington Auto	**1**	2	2	
0581	J & M Corvettes	**1**	3	0	
0616	Firestone	**1**	5	4	
0618	Computer Tune & Lube	**1**	3	0	
0621	Ex-Per Tech	**1**	2	0	
0648	Bolton Motors	**1**	2	0	
0697	Firestone	**1**	3	1	
0718	Ceglarz	**1**	3	3	
0725	Story Bros, Inc.	**1**	4	1	
0730	Midas	**1**	8	5	
0776	Anthony's Service	**1**	5	2	
0779	Central Conn Tire	**1**	3	2	
0790	Farm Car Care	**1**	3	0	
0809	Moore's Auto	**1**	2	0	
0825	Meineke	**1**	3	0	
0915	Bolles Chrysler-Didge	**1**	3	2	
0951	Ready Credit	**1**	4	1	
0963	Firestone	**1**	3	1	
0969	Meineke	**1**	4	0	
0971	Computer Tune & Lube	**1**	3	1	
0972	Mad Hatter	**1**	4	1	
0978	Midas	**1**	4	2	
0986	Suburban Tire	**1**	2	1	
0994	Tolland Citgo	**1**	3	1	
1010	Small Town	**1**	2	0	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
1056	Scata's Auto	**1**	3	0	
1095	Prospect Foreign Car	**1**	3	1	
1131	Main Street Automotive	**1**	3	0	
1193	Herb's Auto Electric	**1**	2	0	
1216	Wethersfield Auto	**1**	4	2	
1220	Midas - Rocky Hill	**1**	3	0	
1235	Valvoline	**1**	2	0	
1253	Midas	**1**	2	0	
1264	Mike's Auto	**1**	3	1	
1267	Mirabelli Auto	**1**	2	0	
1270	R & M Auto	**1**	3	0	
1274	West Hill Auto	**1**	2	1	
1284	Modern Tire	**1**	3	1	
1294	Modern Tire	**1**	2	1	
1297	Aquas Buenas	**1**	2	0	
1299	B & S Auto	**1**	2	1	
1303	South Green Auto	**1**	2	0	
1368	Lyons Service	**1**	3	0	
1371	Cox's Service	**1**	2	0	
1377	A & P Auto	**1**	6	1	
1401	Nutmeg Auto	**1**	2	0	
1423	Midas	**1**	3	1	
1511	T and B Motor Sales	**1**	3	0	
1519	Raymond's Auto	**1**	3	1	
1594	Town Hill Auto	**1**	5	1	
1615	Firestone	**1**	5	1	
1646	Bob's Auto	**1**	2	1	
1660	Midas	**1**	5	1	
1662	Meineke	**1**	3	1	
1679	Montville Auto	**1**	4	1	
1692	Ledyard Auto	**1**	1	0	Active 10/25/10
1704	Precision Motors, Inc.	**1**	3	2	
1725	Nick's Service Center	**1**	3	1	
1730	Hometown Auto	**1**	2	0	
1767	Firestone	**1**	5	1	
1790	Cory's Auto Care	**1**	4	2	
1797	Shoreline Service	**1**	3	1	
1799	All Pro Automotive	**1**	4	1	
1805	Plainfield Shell	**1**	3	0	
1815	Collins Ford	**1**	2	0	Closed during year
1825	Pennells Auto Center	**1**	3	0	
1845	Courtesy Ford	**1**	2	0	Active 8/26/10
1876	General Muffler	**1**	3	0	
1889	Gabe's Service Station	**1**	4	1	
1896	A & M Service Station	**1**	3	1	
1944	Branford Auto Center	**1**	2	1	
1969	Cheshire Shell Service	**1**	2	2	
1970	Cheshire Tire & Auto	**1**	2	2	
2018	D and R Automotive	**1**	3	0	
2020	Hammonassett Ford	**1**	4	1	
2026	Desmonds Auto Sales	**1**	4	3	
2060	Cromwell Automotive	**1**	2	1	
2070	Firestone	**1**	2	0	
2120	Greenfield Hill Service	**1**	3	0	
2133	Firestone	**1**	5	1	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
2141	Fairfield Tire & Auto	**1**	4	0	
2149	Meineke	**1**	3	1	
2153	Sport Hill Service Station.	**1**	3	0	
2178	Nick's Precision Auto	**1**	2	0	
2181	Auto Associates	**1**	3	0	
2233	Cos' Central Auto	**1**	4	2	
2267	Harte Chevrolet	**1**	3	3	
2280	Auto Sales and Service of Durham LLC	**1**	7	3	
2304	Alarcon Tire Co	**1**	2	0	
2318	Fine Tunes	**1**	3	0	
2330	BellTown Motors	**1**	2	0	
2340	European Motorcars	**1**	2	0	
2358	Computer Tune & Lube	**1**	4	2	
2365	Midas	**1**	5	1	
2373	Personal Auto Care	**1**	5	2	
2380	New Image Auto	**1**	5	1	
2419	Robert's Service Center	**1**	2	0	
2427	Westshore Motors	**1**	2	0	
2467	Meineke Discount Mufflers	**1**	4	3	
2493	Amaral Motors, Inc.	**1**	3	1	
2540	J P Automotive LLC	**1**	3	1	
2560	Tech One Automotive	**1**	3	1	
2573	Oceanside Auto	**1**	2	1	
2578	Grossman Chevrolet	**1**	2	0	
2593	Bens Service Center	**1**	4	2	
2603	Meineke	**1**	3	1	
2631	Portland Automotive	**1**	4	1	
2651	East Coast Four-Wheel	**1**	4	1	
2652	Falbos Tire and Auto	**1**	3	0	
2672	AJ'S Center Service	**1**	5	1	
2722	Computer Tune and Lube	**1**	2	0	
2740	Mad Hatter Muffler	**1**	2	1	
2744	Tire Depot Plus	**1**	2	0	
2822	Frenchys Auto .	**1**	2	1	
2830	Nelson's Automotive	**1**	3	1	
2880	Broadbridge Auto Service	**1**	2	0	
2884	Don Schiffer's Auto	**1**	6	0	
2903	Cars, Inc.	**1**	3	2	
2915	Midas	**1**	3	3	
2919	Meineke Discount Mufflers	**1**	3	3	
2955	Nova Automotive	**1**	2	0	
2964	Canzanella Brothers	**1**	3	1	
2975	Torello Tire	**1**	4	2	
3004	Annex Auto Repair	**1**	3	3	
3102	Auto Specialist	**1**	4	0	
3106	Campbell Motor Sales.	**1**	4	1	
3107	Chuck's Garage	**1**	3	0	
3176	Circle A Auto	**1**	2	2	
3190	Partyka Chevrolet	**1**	2	2	
3192	Dougan Automotive	**1**	2	1	
3225	Tire Doctor	**1**	3	1	
3253	Crest Lincoln Mercury	**1**	4	0	
3292	Joey's Capitol-Wood	**1**	5	3	
3406	Genesis Motorworks	**1**	3	0	
3432	E & S Auto	**1**	4	1	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
3437	Monroe Muffler	**1**	5	2	
3449	Boston Ave Auto (Getty)	**1**	3	0	
3458	Knecht's Garage	**1**	4	1	
3475	Firestone	**1**	2	2	
3483	Breezy Point Auto	**1**	4	1	
3498	Model Garage	**1**	3	3	
3548	Montambault's	**1**	3	1	
3587	Pepboys Auto	**1**	1	0	New as of 10/5/10
3592	Superior Transmissions	**1**	4	3	
3662	United Auto	**1**	2	1	
3724	Superior Transmissions	**1**	2	2	Closed 7/29/10
3732	Litchfield Hills Motorsports	**1**	3	1	
3739	Bennett Motor Works	**1**	2	1	
3746	Sunshine Car Repair	**1**	2	1	
3759	Litchfield County Marine	**1**	1	0	New as of 10/6/10
3767	Mezzio Auto Body	**1**	3	0	
3876	The Quiet Zone	**1**	3	3	
3932	Wilson Dodge Nissan	**1**	4	1	
3937	Northwest Hills Chrysler	**1**	6	3	
3939	Abate Autobody and Collision	**1**	3	1	
3943	Bahr Auto Repair	**1**	3	0	
3976	The Quiet Zone	**1**	6	1	
3988	Valenti Motors	**1**	3	0	
3997	Murray Bros Garage	**1**	4	1	
4004	Belardinelli Tire Comp	**1**	3	1	
4016	Firestone	**1**	4	0	
4034	A 1 Service Center	**1**	4	2	
4040	Cardinale Auto Repair	**1**	4	2	
4065	Mowhawk West Tire and Auto	**1**	2	0	
4105	E.M. Auto Repair	**1**	1	0	New as of 7/15/10
4107	Federal Towing	**1**	2	1	
4111	Wilton Service	**1**	2	1	
4118	Meineke Care Care Center	**1**	2	1	
4152	Motor Works	**1**	3	1	
4161	Danbury Autowerks	**1**	3	1	
4167	Superior Service (Getty)	**1**	2	1	
4170	New Fairfield Automotive	**1**	2	0	
4180	Noroton Getty	**1**	4	1	
4191	Darien Auto Center	**1**	3	0	
4230	Greenwich Shell	**1**	4	0	
4243	AC Autobody	**1**	2	0	
4257	New Canaan Ave. Service	**1**	3	1	
4262	The Brigg's Tire Co.	**1**	5	1	
4298	Hank Mays Goodyear	**1**	2	0	
4363	Soundview North Service	**1**	2	1	
4375	Copps Hill Shell	**1**	3	0	
4377	Limestone Service	**1**	4	1	
4390	Westport Auto Repair	**1**	2	0	
4405	Weston Service Center	**1**	3	0	
4480	Stamford Firestone	**1**	2	0	
4525	High Ridge Shell	**1**	3	0	Closed 9/16/10
4541	Sotires Auto Diagnostic	**1**	2	0	
4591	AutoWorks of Devon	**1**	3	0	
4592	Avery Brothers	**1**	2	2	
4615	Firestone	**1**	2	0	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
4628	Firestone	**1**	6	3	
4632	Burt Humphrey & Sons	**1**	4	4	
4657	Essex Service Center	**1**	3	0	
4658	Fairfield Auto & Truck	**1**	4	2	
4696	Long Ridge Service	**1**	3	0	
4710	Middlesex Auto Center	**1**	5	2	
4713	Milex Auto Repair	**1**	2	0	
4722	Mobile Lube Express	**1**	4	1	
4739	Precision Motor Coach	**1**	3	0	
4745	R.K. Rogers	**1**	7	2	
4750	Sam Wibberley	**1**	7	4	
4762	Auto Tek	**1**	3	2	
4764	Suburban Subaru	**1**	3	0	
4765	Meineke	**1**	3	1	
4769	The Quiet Zone	**1**	3	1	
4772	Tim's Auto Center	**1**	3	0	
4788	West High Service	**1**	3	1	
4816	Valenti Pontiac	**1**	1	0	Closed 4/20/10
4817	High Tech Auto	**1**	2	0	
4820	John & Son's Auto	**1**	2	0	
4828	Waterbury Tire & Auto	**1**	4	0	
4837	Car Tune	**1**	2	1	
4839	Hank Mays Goodyear	**1**	4	0	
4843	Toyota of Colchester	**1**	3	0	
4847	Tarcas Hebron Quick Lube	**1**	3	0	
4854	Valvoline	**1**	3	0	
4855	Auto Parts Mart	**1**	5	0	
4866	Lee Myles Transmissions	**1**	2	2	
4867	Foxy Fast Lube	**1**	3	0	
4875	Showroom Auto Center	**1**	2	0	
4870	Middlebury Garage	**1**	4	1	
4871	Midas Milford	**1**	5	2	
4888	K-Town Automotive	**1**	4	1	
FL 1001	City of Bristol	**1**	1	0	
FL 1002	Aquarion Water	**1**	1	0	
FL 1003	Regional Water	**1**	1	0	
FL 1004	ATT- Middletown	**1**	0	0	
FL 1005	Stamford PD	**1**	0	0	
FL 1006	Hunter Ambulance	**1**	2	0	
FL 1007	New Haven PD	**1**	1	0	
FL 1008	Cablevison - Bridgeport	**1**	1	0	
FL 1009	Cablevision - Norwalk	**1**	1	0	
FL1010	Town of Trumbull	**1**	1	0	
FL 1011	University of Hartford	**1**	0	0	
FL 1012	Town of Guilford	**1**	1	0	
FL 1013	Southern CT Gas	**1**	2	1	
FL 1014	CT DAS - New Haven	**1**	0	0	
FL 1015	CT DAS - Norwich	**1**	1	0	
FL 1016	CT - DAS Wethersfield	**1**	0	0	
FL 1017	City of Waterbury	**1**	0	0	
FL 1018	CNG	**1**	2	1	
FL 1019	ATT - Meriden	**1**	0	0	
FL 1020	ATT - Winsted	**1**	0	0	
FL 1021	ATT - Waterbury	**1**	0	0	
FL 1022	ATT - Danbury	**1**	0	0	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
FL 1023	ATT - Stamford	**1**	1	0	
FL 1024	ATT - Shelton	**1**	0	0	
FL 1025	ATT - Stratford	**1**	0	0	
FL 1026	ATT - Norwalk	**1**	1	0	
FL 1027	ATT - New Haven	**1**	1	0	
FL 1028	ATT - No. Branford	**1**	2	0	
FL 1029	ATT - Waterford	**1**	1	0	
FL 1030	ATT - No. Windham	**1**	0	0	
FL 1031	ATT - Enfield	**1**	1	0	
FL 1032	ATT- Hartford	**1**	1	0	
Total Stations in Program		**286**			
Total Equipment Audits			**834**		
Total Equipment Audit Fails				**236**	
Number of Stations failing an equipment (gas) audit[1]					**160**
Percentage of stations failing an equipment (gas) audit[1]					**55.94%**
Number of Stations shut down as a result of a failed equipment (gas) audit[2]					**0**
Percnetage of stations shut down as a result of a failed equipment (gas) audit[2]					**0.00%**

[1] Failures are limited to gas calibration audits. By contract, Testing contractor must resolve equipment failures within 24 hours.

[2] Stations are prohibited from performing tailpipe emission testing only until the equipment problem is resolved. Stations continue to performOBD testing (In 2010 - 83.6% of all tests).

Enforcement Report: (d) (1)(i & ii), (2), & (3)(ii & iii).

Enforcement Report: (d) (1)(i&ii), (2), & (3)(ii&iii) – 2010

(d) Enforcement Report –

(1) All varieties of enforcement programs shall, at a minimum, submit to EPA by July of each year a report providing basic statistics on the enforcement program for January through December of the previous year, including:

(i) An estimate of the number of vehicles subject to the inspection program, including the results of analysis of the registration database:

Connecticut's estimated emission eligible population is 2.1 million vehicles per testing cycle. During 2010, 83.6% of initial inspections were OBD.

(ii) The percentage of motorist compliance based upon a comparison of the number of valid final tests and the number of subject vehicles:

Connecticut's compliance rate was approximately 99.9% for 2010.

(2) Registration denial bases enforcement programs shall provide the following information:

(i) A report of the program's efforts and actions to prevent motorists from falsely registering vehicles in the program area of falsely changing fuel type or weight class on the vehicle registration and the results of special studies to investigate the frequency of such activity:

Connecticut does not perform an analysis of its emission eligible database to detect vehicles that are registered out of state to avoid being emission tested in the state. The majority of vehicles registered with an incorrect GVWR are those in which the vehicle owner registers the vehicle at a lower weight to avoid added expense and are consequently not emission eligible (>10,000 lbs. GVWR). Connecticut tests all fuel types, including hybrids.

(ii) The number of registration file audits, number of registration reviewed and compliance rates from such audits:

In 2010, 933,988 vehicle registrations were audited, finding a compliance rate of 95.9%. Of those that were found to be out of compliance, 96.8% became compliant later.

(3) Computer matching based enforcement programs shall provide the following additional information:

(i) A report on the program's efforts to detect and enforce against motorists falsely changing vehicle classifications to circumvent program requirements and the frequency of test activity:

In 2010, 98.9% of emission eligible vehicles in Connecticut are in the Passenger, Combination or Commercial classifications. Due to the added expense, documentation and inspection requirements needed to change a vehicle's registration classification to a non-emission eligible class, incidents of such modification are minimal.

(iii) The number of enforcement system audits and the error rate found during those audits:

Connecticut's program uses both registration denial and late fee assessment to enforce emission inspection compliance. In 2010, 933,988 registration renewals were audited, resulting in 33,120 denials, of which 96.8% later complied. And, in 2010, 159,163 emission late fees were assessed.