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BIENNIAL EVALUATION OF CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2008-2009

AND

ANNUAL DATA OF CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2009

FINAL REPORT

Prepared for:

Connecticut Department of Environmental Protection

Prepared by:

dKC – de la Torre Klausmeier Consulting

June 2010

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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 vehicle inspection and maintenance (I/M) program. This report is being submitted in fulfillment of the requirements to provide annual and biennial reports per 40 CFR 51.366. This report addresses data collected from January 1, 2008 through December 31, 2009. 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 report have been addressed in this evaluation. The required data and reports from previous years have been submitted to EPA. The 2009 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 our 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 transported into Connecticut originates from sources located in upwind states. For example, during elevated ozone episodes in Connecticut, air quality measured at the border with New York exceeds the NAAQS. Therefore we also need to address the transport challenge in order 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 2008 and 2009 calendar years 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 2008 and 2009. The overall compliance rate in Connecticut exceeds the compliance rate assumed in Connecticut's State Implementation Plan. Connecticut actively investigates non-compliance and assesses a large number of fines for late inspections. These fines serve as an effective motivation for compliance with inspection requirements.
- Approximately 10% 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 some other states' programs. Connecticut's anti-fraud efforts are models for other I/M programs.
- Remote sensing data collected in Connecticut demonstrate that older vehicles without OBDII systems will contribute significant amounts of pollution now and in the future. Therefore, even though some states are dropping tailpipe tests, the continuation of tailpipe tests on pre-1996 vehicles in Connecticut's I/M program maintains the air quality benefits necessitated by Clean Air Act requirements and statutory restrictions.
- Outreach was enriched by adding podcasts about OBD readiness and drive cycle conditioning to the DMV's and the Connecticut Emissions' websites. These podcasts enhance existing public education efforts to explain the emission concept that vehicles will fail their emission test if the Malfunction Indicator Light is on.

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 vehicle Inspection and Maintenance (I/M) program in 2008 and 2009 to meet the United States Environmental Protection Agency's (EPA) biennial 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 August 2010. Since Connecticut's ozone levels already exceed the existing standard, additional emission reductions from all sectors, including motor vehicles, will be even more critical.

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 in the future. This model is in the developmental phase. There is some indication that with MOVES, the I/M emission credits may be further reduced, which could affect Connecticut's ability to demonstrate attainment of the NAAQS.

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.

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) manages the I/M program; 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, DMV 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 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

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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 pre-cursors.

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. A vehicle fails if it exceeds cut points or emissions standards that are recommended by EPA.

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 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.

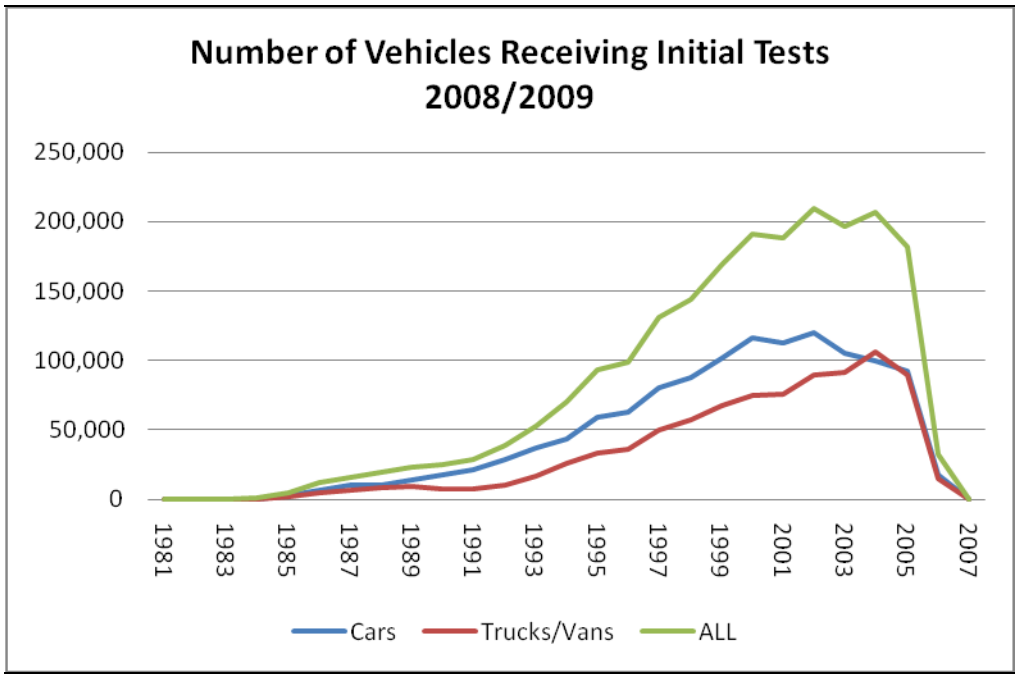
7 OBDII systems have up to 11 diagnostic monitors, which run periodic tests on specific systems and components to ensure that they are performing within their prescribed range. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have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

Summary of Fail Rates

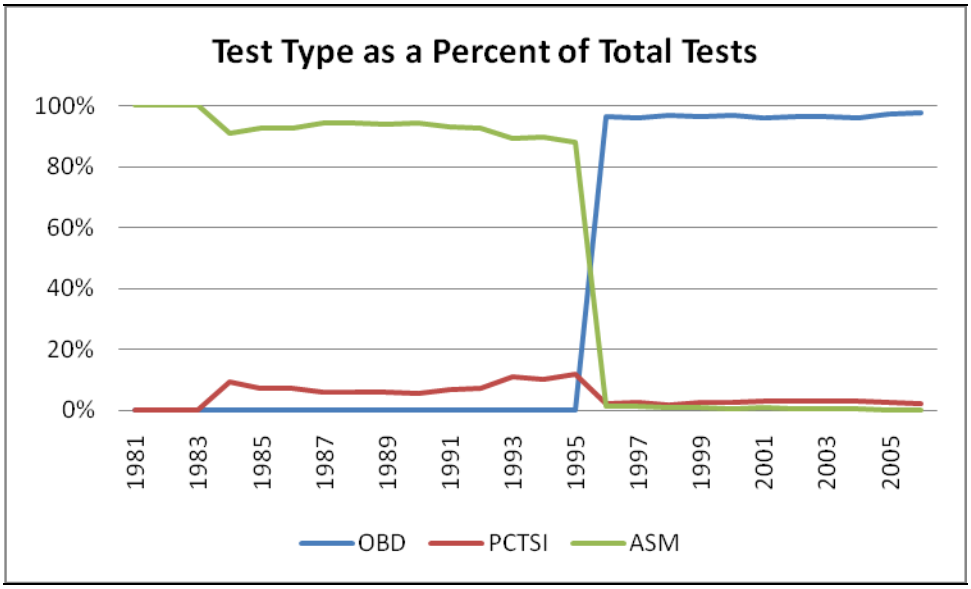
Following is a summary of test results from January 1, 2008 to December 31, 2009. During this period, 1,934,285 gasoline-powered vehicles received initial tests.

- 154,220 (10%) vehicles failed the OBD test.
    - 6.2% of the vehicles failed the test because the MIL was commanded-on.
    - 9.7% of the vehicles failed the first OBD retest.
- 35,555 (11%) vehicles failed the ASM2525 test.
    - 25% of the vehicles failed the first ASM2525 retest.
- 7,462 (10%) vehicles failed the PCTSI test.
    - 16% of the vehicles failed the first PCTSI retest.
- 19, 445 (5.2%) vehicles failed the gas cap test.
    - 3.9% of the vehicles failed the first gas cap retest.
- Overall, 197,237 vehicles (10%) failed the initial inspection.
    - 13% 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.

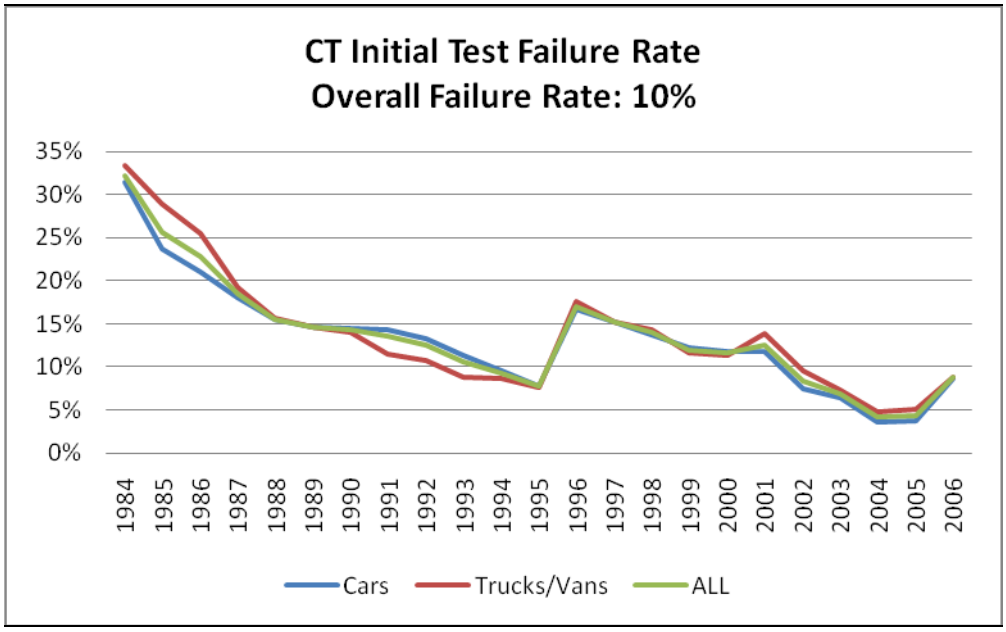
Conclusion: Failure rates in Connecticut's I/M program are in line with failure rates reported in Test-Only programs, e.g., Delaware. Test-Only programs generally are considered by EPA to be the model for peak I/M performance.



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 2005. All vehicles have a 10,000 lbs. or less GVWR.



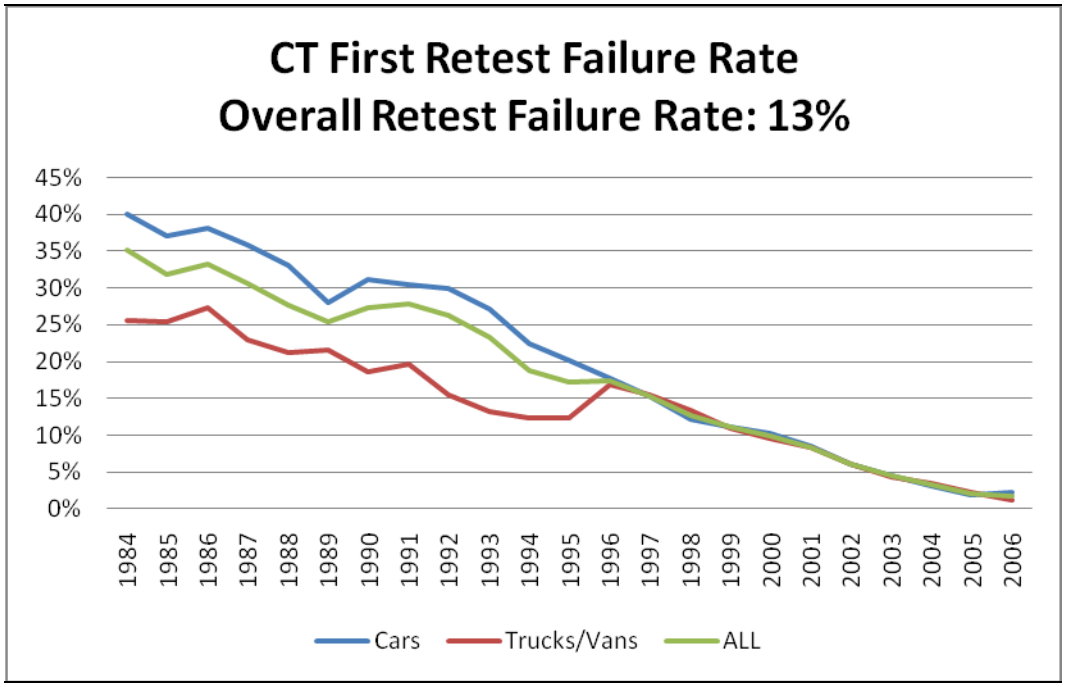
This chart shows the total number of inspections by vehicle model year and final inspection type. Most 1996+ vehicles received OBDII tests. A small percent (2%) of the vehicles of the vehicles newer than 1996 were heavy-duty models without OBD systems.



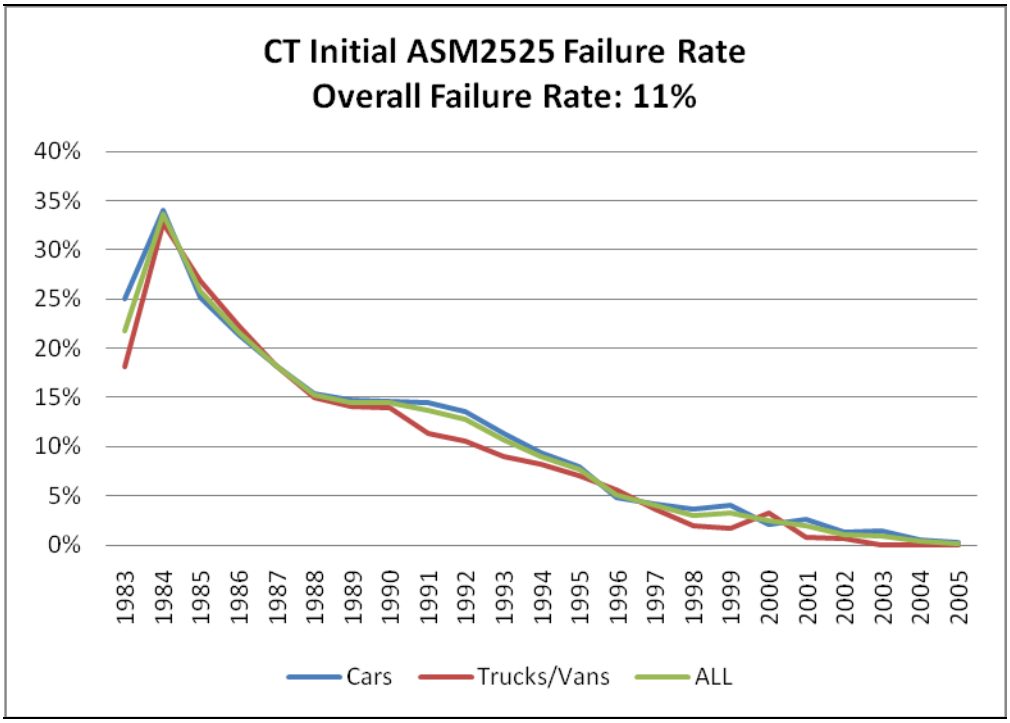
This chart shows the overall percentage of vehicles that failed the tailpipe test, gas cap test, visual emission control component test, or the OBD test. Some vehicles failed more than one inspection component. As expected, the failure rate is lowest for new vehicles. The failure rate for cars and trucks spiked upwards for 1996 model year vehicles, due to 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.

The high initial failure rate for 2006 model year vehicles is due to the fact that over half of the 2006 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].

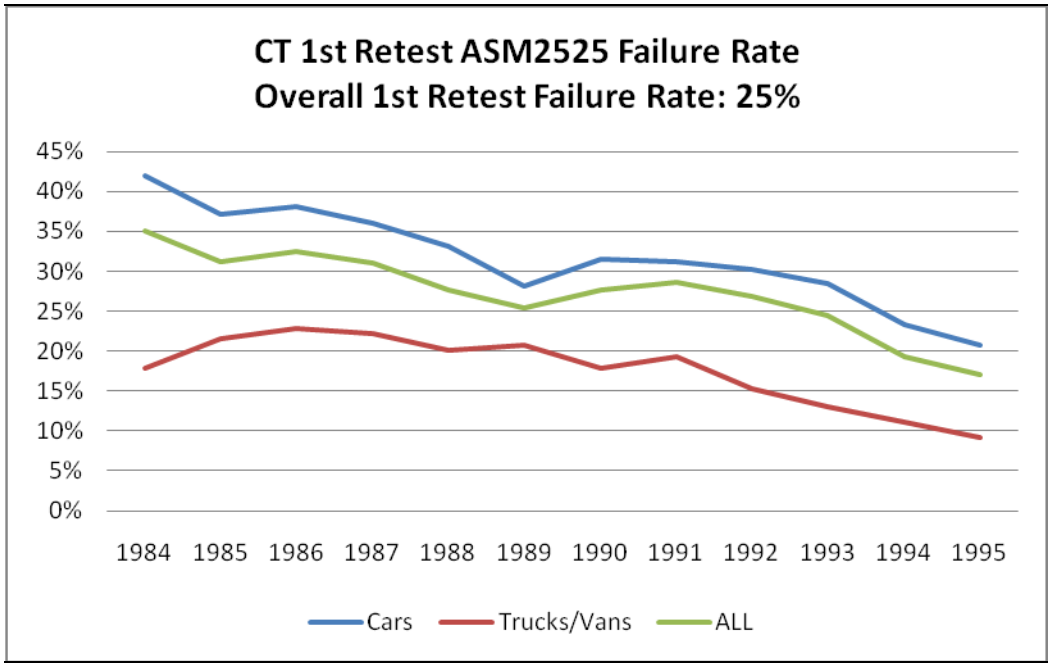
8 Readiness status for all monitors usually sets to not ready when a vehicle's battery is disconnected.



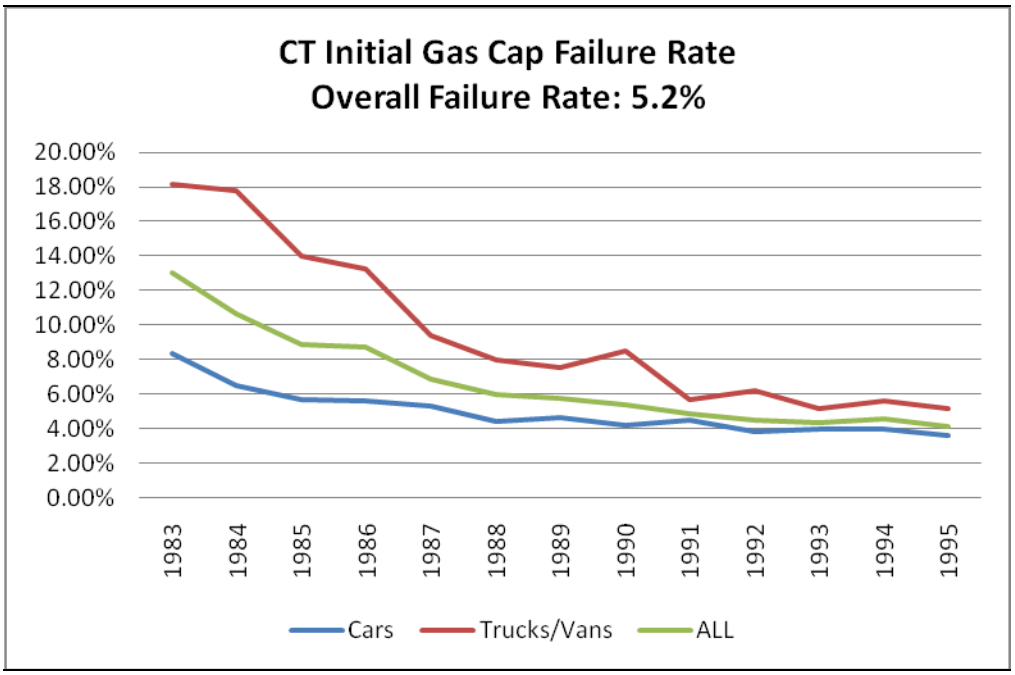
This chart shows the percent of vehicles by model year that failed their first retest. The failure rate is highest for the older model year vehicles, which is typical. Overall, 13% of the vehicles tested failed their first retest.



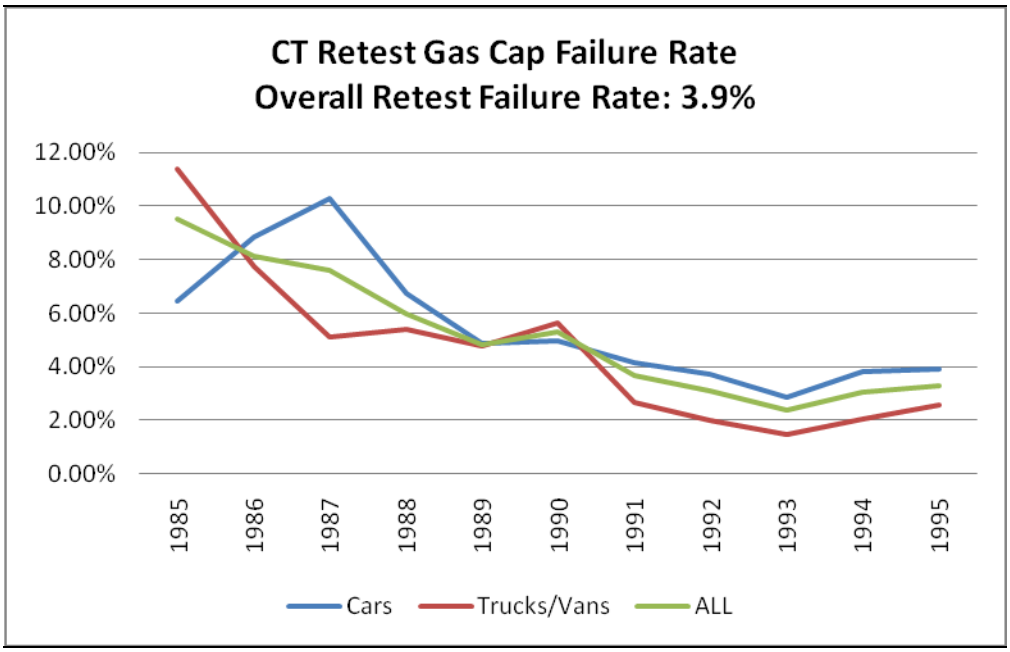
This chart shows failure rates by vehicle model year for the ASM2525 test. The average ASM2525 test failure rate for all vehicles was 11%. Typically, a higher failure rate for older model year vehicles is expected. 1996 and newer model year vehicles received ASM2525 or PCTSI tests, only if they were not equipped with OBDII systems.



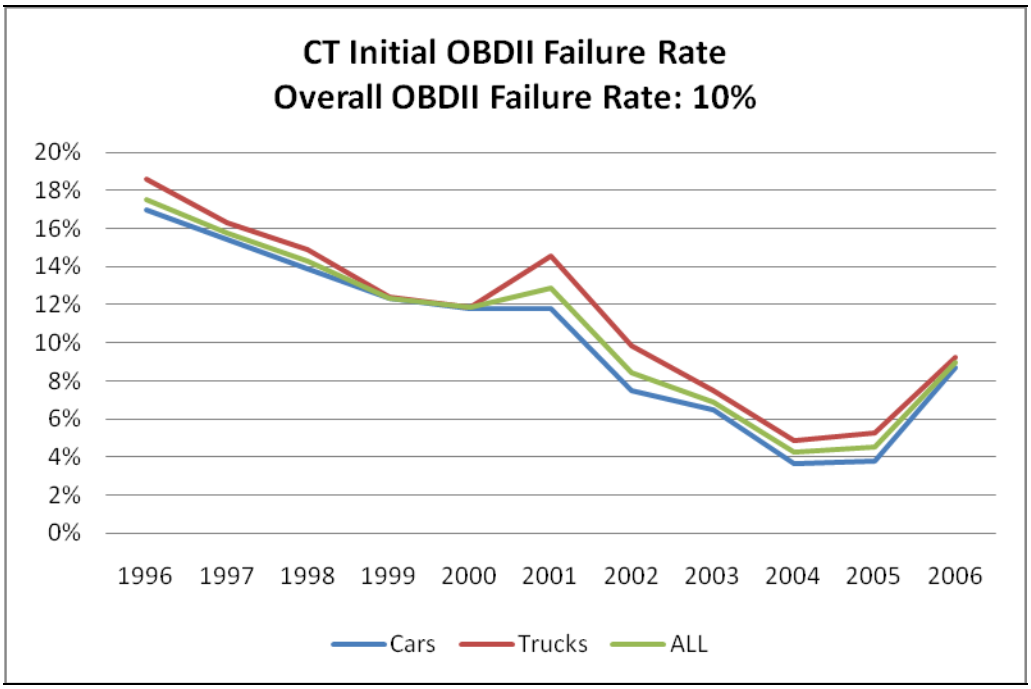
This chart shows the percentage of vehicles by vehicle model year that failed their first ASM2525 retest. The retest failure rate generally is highest for the older vehicles. Overall, 25% of the vehicles failed the first ASM2525 retest. This percent is lower than what was observed in the last biennial report, indicating that technicians might be performing better repairs. There were too few 1996 and newer model year vehicles receiving ASM2525 retests for a meaningful analysis.



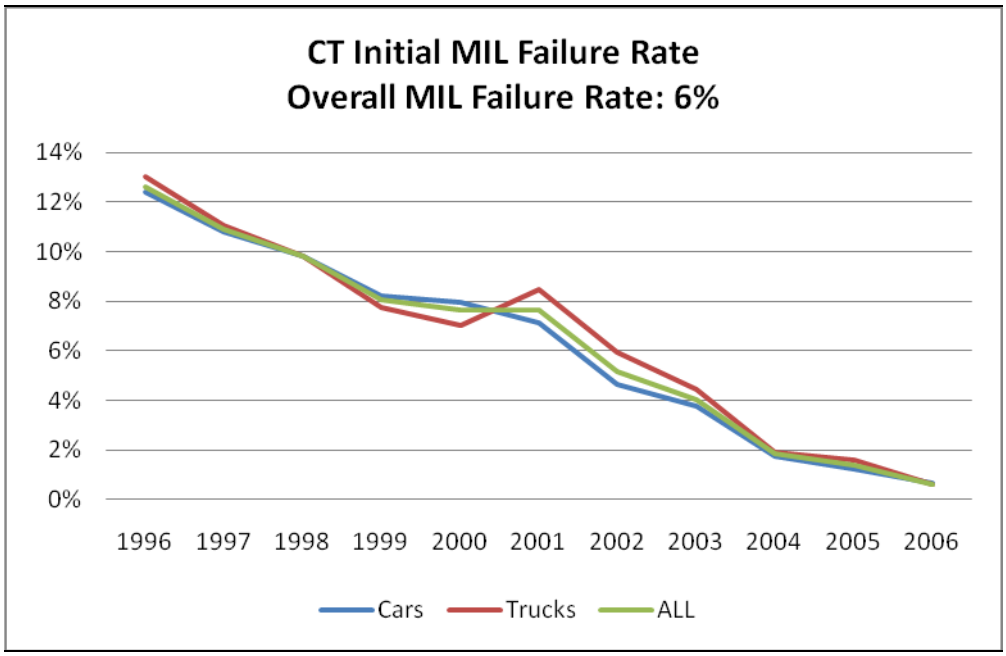
This chart shows the gas cap pressure test failure rate by vehicle model year. As with the ASM2525 test, the failure rate is higher for older vehicles, which is expected. 1996 and newer light-duty vehicles no longer receive gas cap tests.



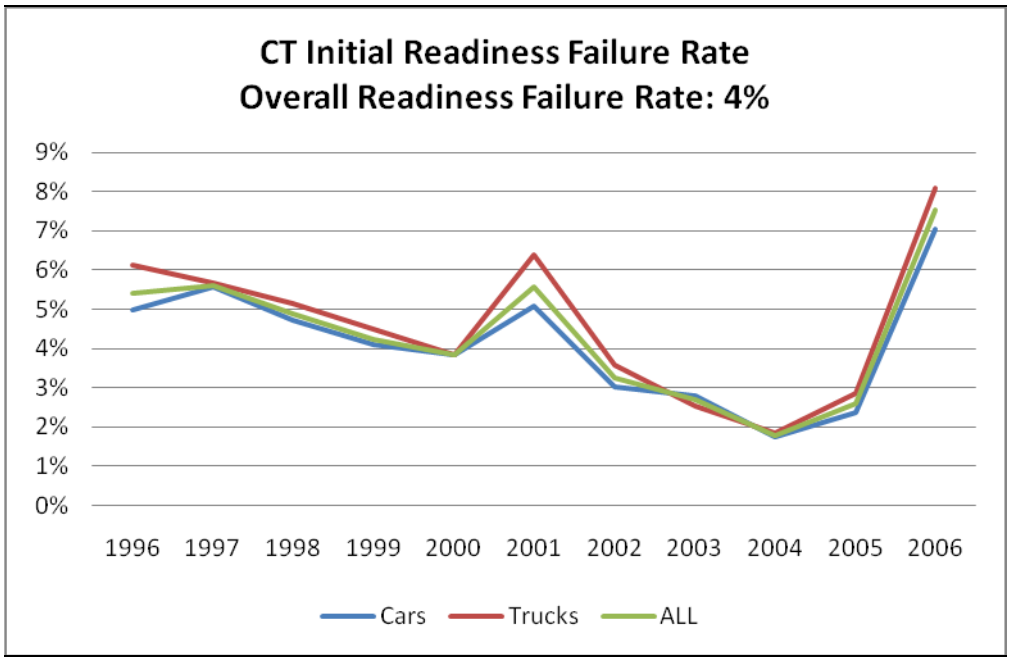
This chart shows the gas cap retest failure rate by vehicle model year. Overall, 3.9% of the vehicles fail the first gas cap retest. As expected, the retest failure rate is highest for the older model year vehicles.



This chart shows failure rates by vehicle model year for the OBD test. The average OBD test failure rate for all vehicles was 10%. Typically, a higher failure rate for older model year vehicles is expected. 17% of the 1996 model year vehicles failed the test. The increase in failure rates for 2006 model year vehicles reflects a high "not-ready" rate for these models.



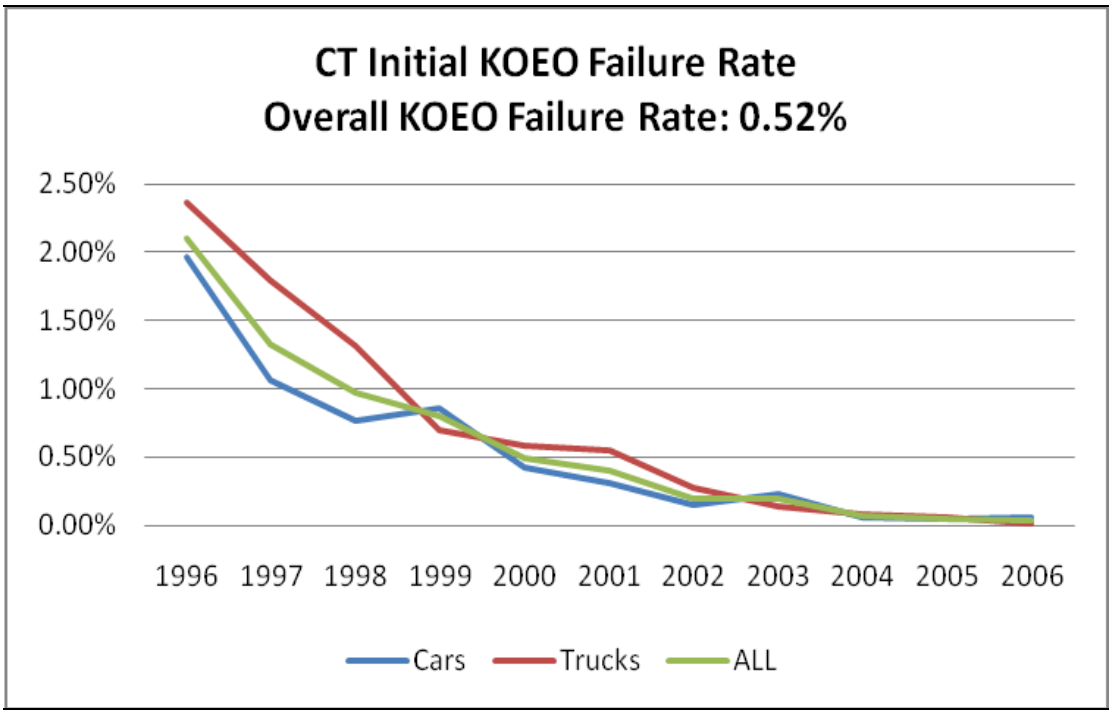
This chart shows the percentage of vehicles that fail the MIL Command check that's part of the OBD test. Most OBDII failures are for the MIL Command check. The average MIL failure rate for all vehicles was 6%. This graph shows that older model year vehicles have a higher failure rate, as expected.



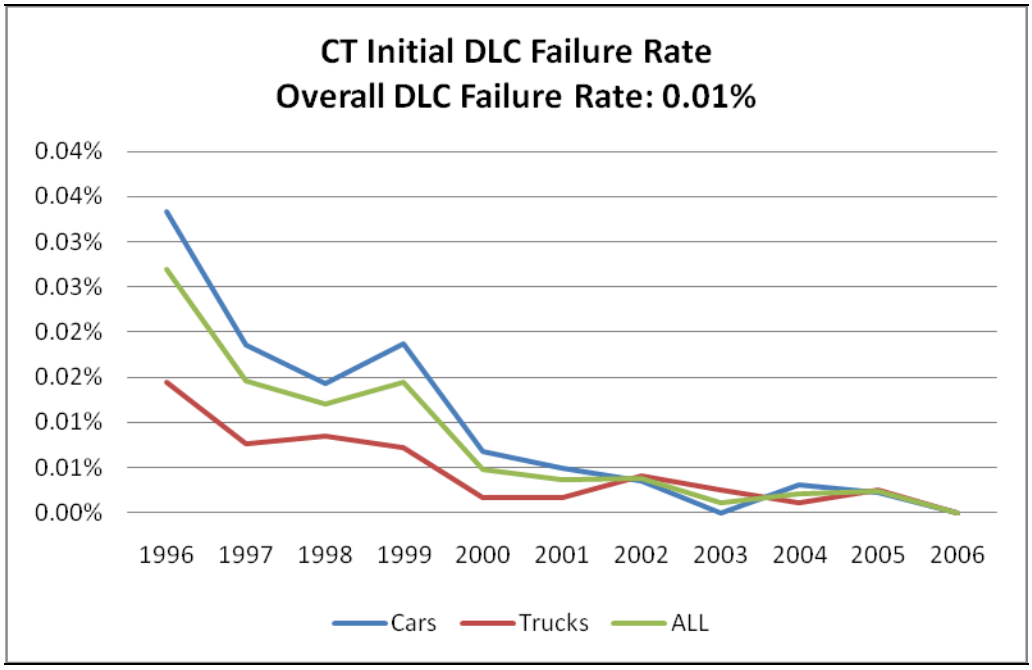
This chart shows the percentage of vehicles that exceed EPA's readiness criteria. OBDII systems have up to 11 diagnostic monitors, which run periodic tests on specific systems and components to ensure that they are performing within their prescribed range. OBDII systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBDII system. Overall, 4% of the vehicles failed EPA's readiness criteria.

The high "not ready" rate for 2006 model year vehicles is due to the fact that over half of the 2006 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]*.*

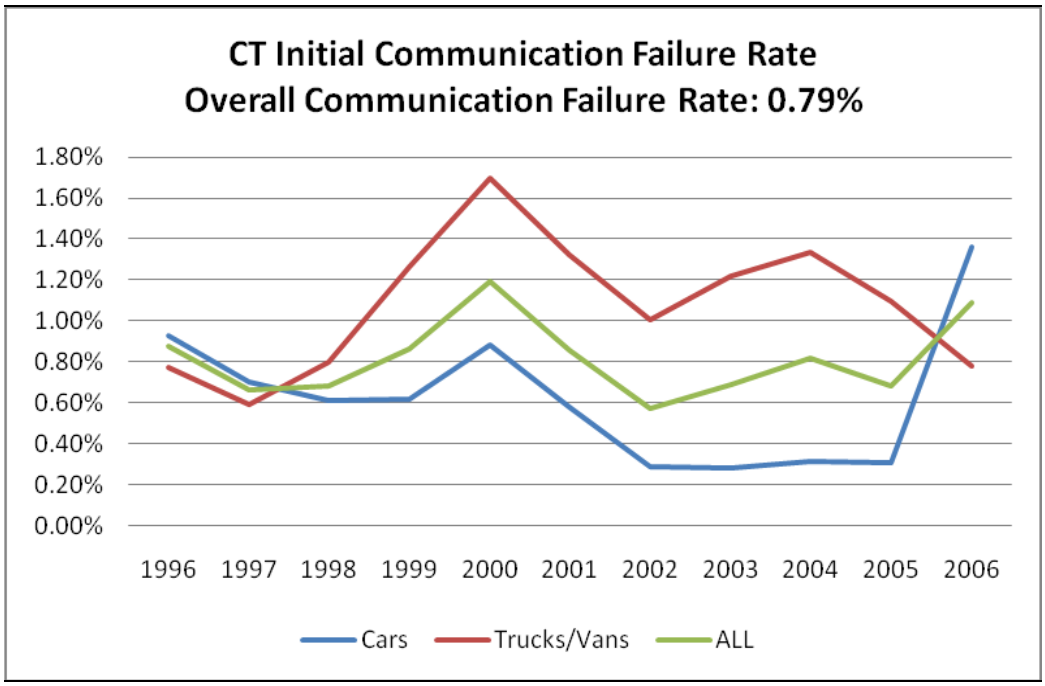
9 Readiness status for all monitors usually sets to not ready when a vehicle's battery is disconnected.



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.

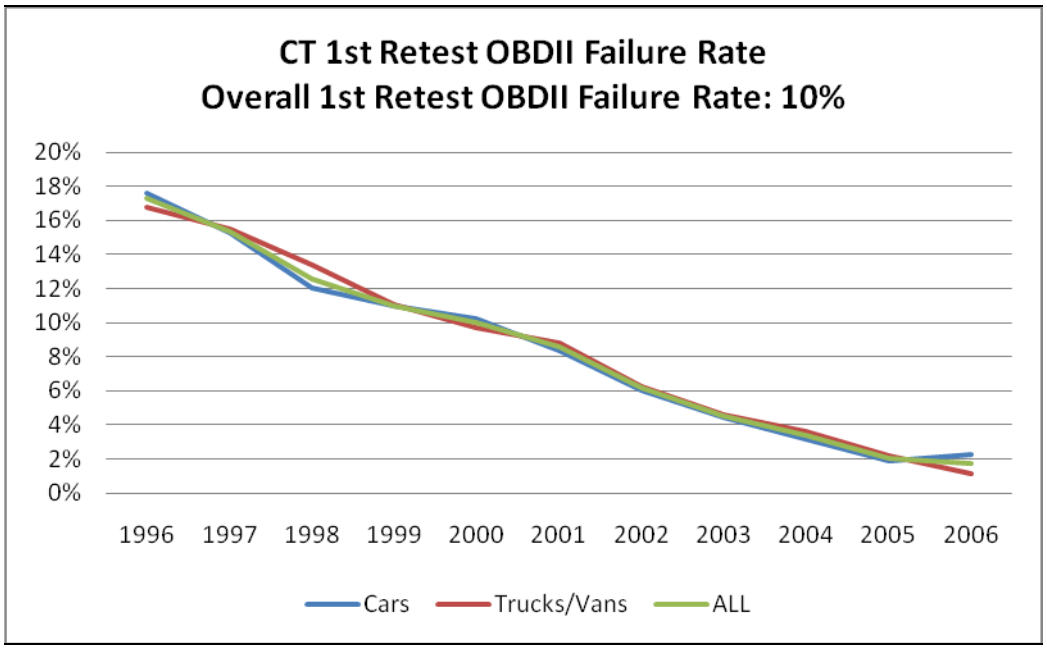


This chart shows the percentage of vehicles that failed because the OBDII connector, termed the Data Link Connector or DLC, is missing, damaged or obstructed. Overall, 0.01% of the vehicles tested failed for this reason.



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.

The high no-communication rate for 2006 Cars reflects problems that the analyzer system was having with communicating with a few models. These problems were resolved by the end of 2009.



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, 2008 to December 31, 2009 period. During this period, 20,484 diesel-powered vehicles received opacity tests, and an additional 4,274 vehicles received OBD tests.

- 98 (3.6%) vehicles failed the Modified Snap Acceleration (MSA) test.
    - 35% of the vehicles failed the first MSA retest.
- 167 (0.9%) vehicles failed the Loaded Mode Diesel (LMD) test.
    - 23% of the vehicles failed the first LMD retest.
- 432 (10%) vehicles failed the OBD test.
    - 8.1% of the vehicles failed the first OBD retest.

Conclusion: 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. Following is the percentage of motorist compliance based on registration audits of subject vehicles:

- 2008: 99.7%
- 2009: 99.8%

Late Fees

Following is the number of late fees assessed in 2008 and 2009:

- In 2008, 111,077 late fees were assessed
- In 2009, 155,884 late fees were assessed.

The increase in assessed late fees from 2008 to 2009 appears to be mostly the result of higher initial test volume in 2009 and registration denial effectiveness.

Registration Audits

In 2008, 915,984 registration renewals were audited, resulting in 35,052 denials, of which 32,545 (93%) later complied. In 2009, 942,601 registration renewals were audited, resulting in 38,730 denials, of which 37,103 (95.8%) later complied.

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 –** 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.

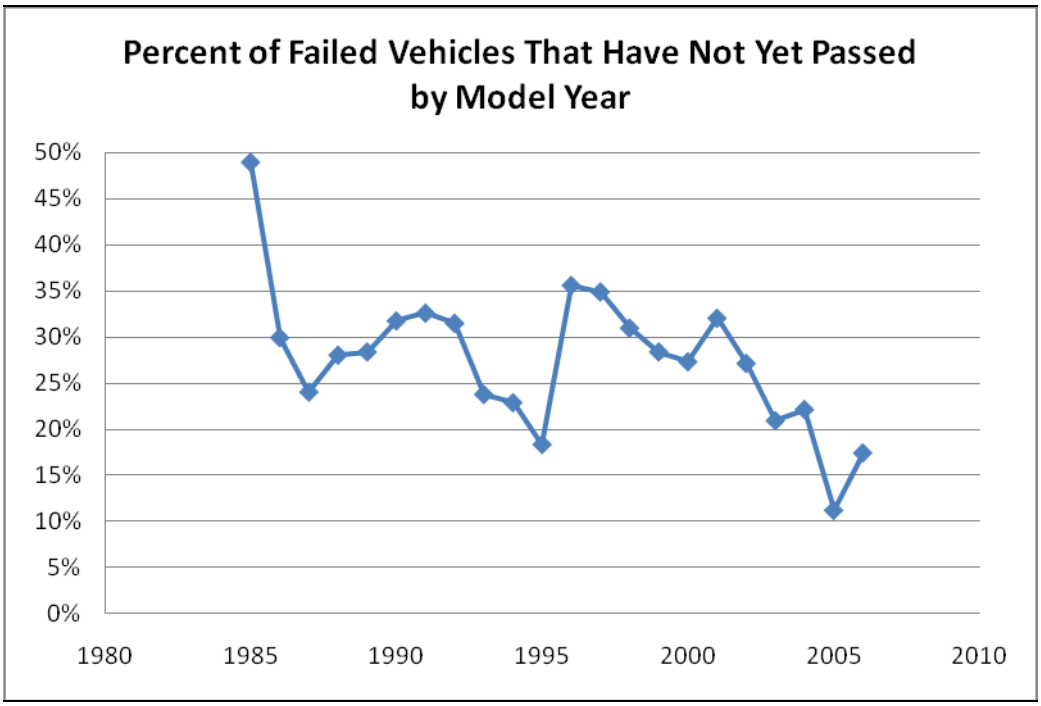
Percent of Failed Vehicles That Ultimately Pass

To determine whether vehicles that failed their emissions test ultimately pass, the fate of vehicles failing the I/M test in 2009 was evaluated. Failures for the first three months of 2009 were tracked through 12/31/09. Results are shown in the table and figure below.

Overall, 27% 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 1/1/08 to 12/31/09 complied with I/M program requirements and are registered.

Vehicles Tested from 1/1/09 to 3/31/09 with No Known Outcome

Model Year	Initial Fail	Final Retest Pass	No Final Pass	% No Final Pass
1985	47	24	23	49%
1986	264	185	79	30%
1987	258	196	62	24%
1988	346	249	97	28%
1989	370	265	105	28%
1990	419	286	133	32%
1991	445	300	145	33%
1992	575	394	181	31%
1993	694	529	165	24%
1994	861	664	197	23%
1995	1046	854	192	18%
1996	2166	1395	771	36%
1997	2953	1923	1030	35%
1998	2871	1982	889	31%
1999	3453	2473	980	28%
2000	2936	2134	802	27%
2001	2026	1377	649	32%
2002	1898	1383	515	27%
2003	2222	1757	465	21%
2004	953	742	211	22%
2005	1507	1338	169	11%
2006	866	715	151	17%
TOTAL	**29176**	**21165**	**8011**	**27%**



This chart shows the percentage of vehicles that failed the emission test in the first three months of 2009 that never ultimately passed in 2009. 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 0.6% of the vehicles that failed receive 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 2008 and 2009

Model Year	Passenger car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1984	2	0	2	145	1.38%
1985	7	1	8	1,001	0.80%
1986	18	6	24	2,077	1.16%
1987	17	3	20	2,417	0.83%
1988	15	5	20	2,542	0.79%
1989	13	3	16	2,927	0.55%
1990	8	5	13	3,110	0.42%
1991	18	3	21	3,399	0.62%
1992	13	0	13	4,274	0.30%
1993	19	0	19	4,992	0.38%
1994	23	4	27	5,852	0.46%
1995	23	5	28	6,679	0.42%
1996	70	40	110	14,623	0.75%
1997	97	46	143	17,564	0.81%
1998	84	47	131	18,015	0.73%
1999	60	34	94	18,321	0.51%
2000	88	31	119	20,148	0.59%
2001	70	49	119	21,425	0.56%
2002	39	21	60	16,342	0.37%
2003	18	13	31	12,806	0.24%
2004	4	3	7	8,462	0.08%
2005	4	3	7	7,720	0.09%
2006	0	0	0	2,656	0.00%
TOTAL	**710**	**322**	**1032**	**197,497**	**0.52%**

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 problem-free vehicles instead of 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 2008 and 2009, there were 535 incidences of OBD VIN mismatches out of 496,000 tests with OBD VINs (0.11%). 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 2008 and 2009, out of about 154,000 OBD failures, 26 tests (0.02%) have been flagged by this trigger.
- **Short Time Between Initial OBD Test Fail And Retest Pass** –Stations that often show a 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 2008 and 2009, out of about 154,000 OBD failures, only 26 tests (0.02%) 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 2008 and 2009, out of about 36,000

ASM2525 failures, 23 tests (0.1%) 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 2008 and 5,171 audits in 2009 on approximately 280 stations. Both OBD and tailpipe audits occurred. Three (3) stations were shut down in 2008 and 2009 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 increase in the percentage of vehicles failing equipment audits in 2009 is due to aging analytical benches and replacement availability from the supplier. This issue was corrected completely by the last quarter of 2009.

Results of Equipment Audits

Parameter	2008	2009
Total Equipment Audits	**701**	**808**
Total Stations that Failed Equipment Audit	**90**	**278**
Percentage of stations that failed an equipment (gas) audit[10]	**30.5%**	**65.1%**
Number of stations totally shut down as a result of a failed equipment (gas) audit[10]	**0**	**0**
Percentage of stations shut down as a result of failed equipment (gas) audit[10]	**0.0%**	**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 2008 and 2009, Connecticut conducted over 1,600 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 is 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. The reduction in the number of false passes from 2008 to 2009 is mostly the result of fewer OBD covert audits due to a temporary decrease in the number of OBD covert vehicles. In addition, the reduction is partially due to improved inspector training, especially on the MIL inspection issue.

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.

Results of Covert Audits

Parameter	2008	2009
# Stations receiving covert audits	252	246
The number of covert audits:	1025	627
Conducted with the vehicle set to fail	932	390
Resulting in a false pass	209	87
Total number of covert vehicles available for undercover audits over the year[11]	8	8
Total number of covert auditors available for undercover audits over the year	16	16
Stations suspended as a result of covert audits	4	4
Stations suspended for other causes[12]	3	3

11 Although there was a temporary decrease in the number of covert vehicles available during 2009, the overall number of vehicles and auditors remained consistent with the 2008 values.

12 In both 2008 and 2009, 2 of the 3 suspensions were the result of Trigger Audit investigations that uncovered possible “ghost testing.” Stations were suspended due to repeated inspection violations by the inspector. Inspectors can be suspended indefinitely pending further investigation. Considering the transient nature of this occupation, these indefinite suspensions became permanent. Other suspensions are either the result of repeated lesser offenses [data entry errors, manual entry (not using IRIS scan) etc.]) which become suspensions according to the enforcement schedule.

Contractor QA Activities

Fraud Prevention Systems

In addition to DMV's efforts to eliminate fraudulent and inaccurate tests, Connecticut'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. The program performs accurate inspections.

6.0 Analysis of Data from Remote Sensing Devices (RSD)

The remote sensing data analysis indicates that while the sample is too small to make an accurate calculation of emission reductions, Connecticut's I/M program appears to be getting the benefits predicted by MOBILE6. The small sample limits the accuracy of the estimated emission reductions and can only be used as a rough assessment of the program. Results don't correlate well with mass emissions but are directionally consistent.

Background

EPA requires independent on-road emissions testing on 0.5% of the tested vehicle population once every inspection cycle, pursuant to 40 CFR 51.371(a)(3). Since Connecticut's inspection cycle spans two years, Connecticut is in full compliance with this requirement by testing once every two years. The evaluation and reporting of the data continues to be included in Connecticut's biennial reports. Connecticut requires Applus[13] to measure vehicle emissions with remote sensing devices (RSD). RSD allows Connecticut to meet EPA's requirements without inconveniencing motorists. RSD also allows an independent assessment of the effectiveness of Connecticut's I/M program.

RSD measures emissions by passing a light source across a highway to a source detector. The source detector measures absolute concentrations of hydrocarbons[14] (HC), carbon monoxide (CO), nitric oxide[15] (NO), and carbon dioxide (CO_2) in the diluted exhaust. From these measurements, exhaust concentrations of HC, CO, and NO in the undiluted exhaust are calculated.

In November 2009, Applus contracted ESP[16] to conduct approximately 16,000 tests using RSD. After removing invalid records and matching results with the vehicle I/M database, 8,349 records remained (~1% of the vehicles tested in the I/M program annually). The primary reason for removing records is that the four newest model years are not in the I/M database, since they are exempt from testing. The RSD program meets EPA's on-road test requirements.

Summary of Observed Remote Sensing Device (RSD) Emission Levels

- As expected, average RSD emissions and the percentages of high emitters are lowest for the newest vehicles.

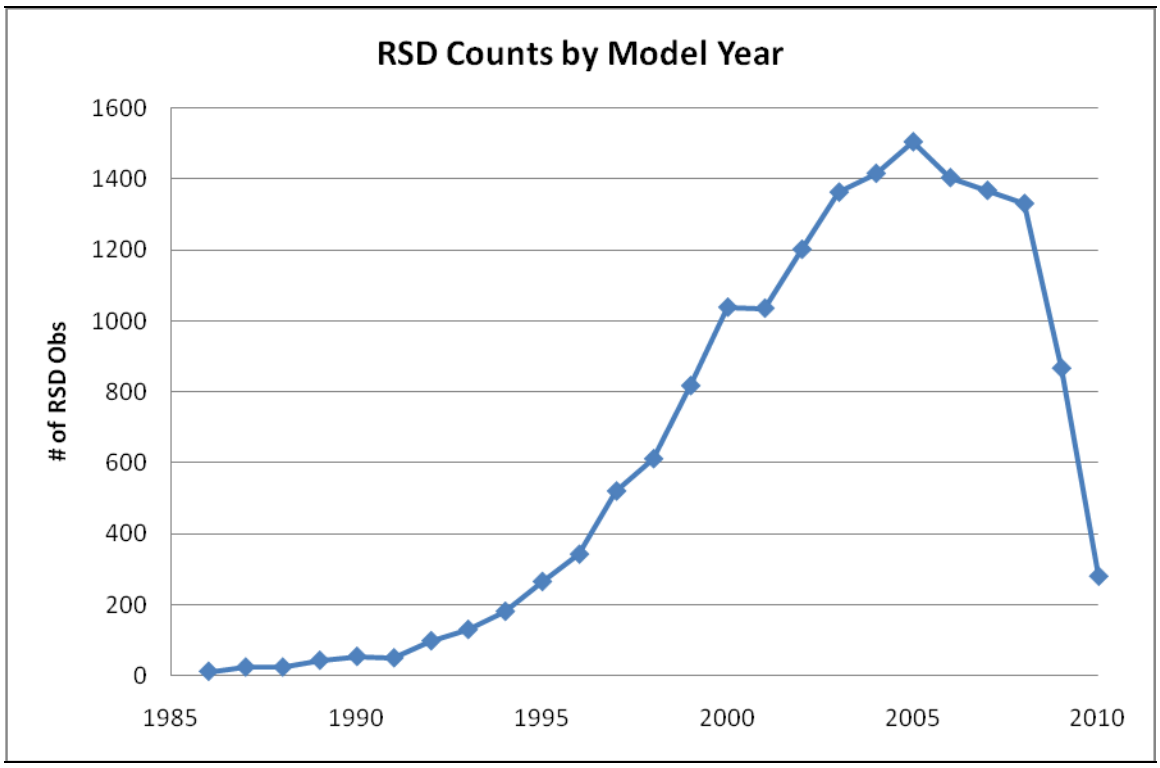
13 Applus is Connecticut's Testing Contractor.

14 Hexane is used as a surrogate for HC

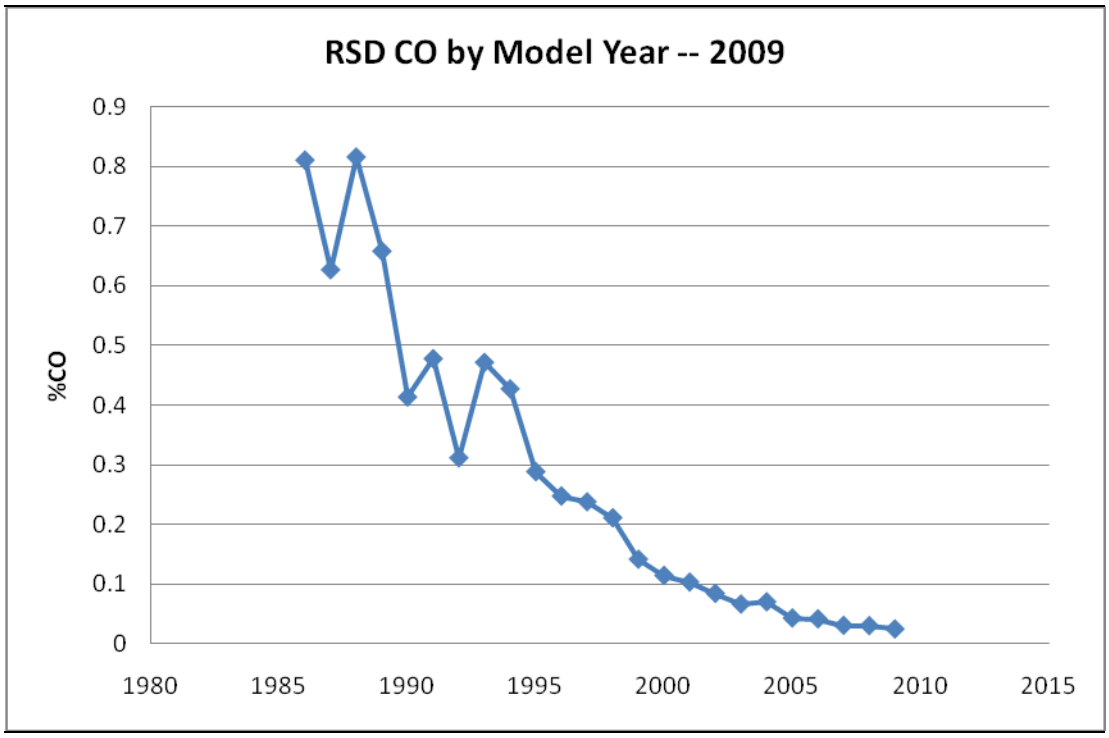
15 NO is used as a surrogate for oxides of nitrogen (NOx).

16 ESP is the only provider of Remote Sensing services.

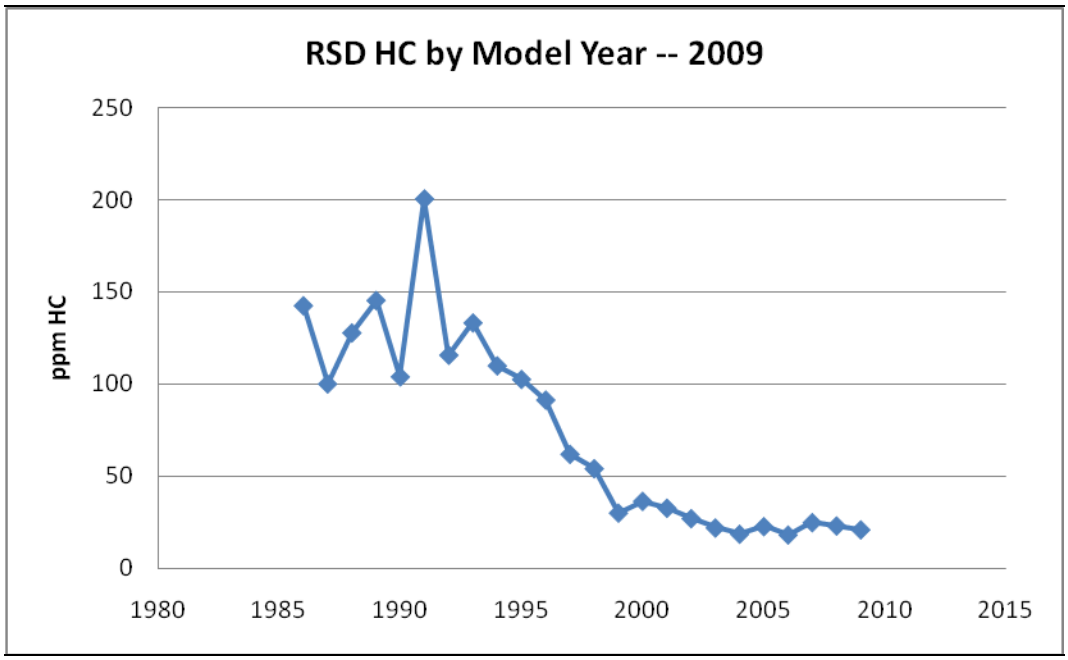
- In the November 2009 tests, 0.09% of the vehicles scanned exceeded the 6% RSD CO limit. This criterion is used in some programs to identify high emitting vehicles. In 2007, when the last survey was done, 0.21% of the vehicles tested exceeded the 6% RSD CO limit. It appears there are fewer gross polluting vehicles in the fleet, because of vehicle turnover (replacing older high emitting vehicles with new low polluting vehicles) and the continued effectiveness of Connecticut's I/M program.
- Emission trends can be observed before and after the emissions inspection. Of particular interest are RSD emissions for vehicles that were scanned via RSD prior to failing I/M tests.
- Average RSD emission levels for vehicles that failed I/M tests were much greater than average RSD emission levels for vehicles that had passed.
    - In particular, OBDII failures had much higher emissions than vehicles that passed their OBDII inspection.
    - OBDII tests identify vehicles with high emissions even though they do not directly measure emissions.
- Connecticut exempts the newest four model years from I/M testing. Remote sensing demonstrates these vehicles have very low emissions. Continuing to exempt these newest four model years from I/M requirements does not significantly impact air quality.
- Remote sensing data collected in Connecticut demonstrate that older vehicles without OBDII systems will contribute significant amounts of pollution now and in the future. Therefore, even though some states are dropping tailpipe tests, continuing tailpipe tests on pre-1996 vehicles in Connecticut's I/M program maintains the air quality benefits necessary due to Clean Air Act requirements and statutory restrictions.



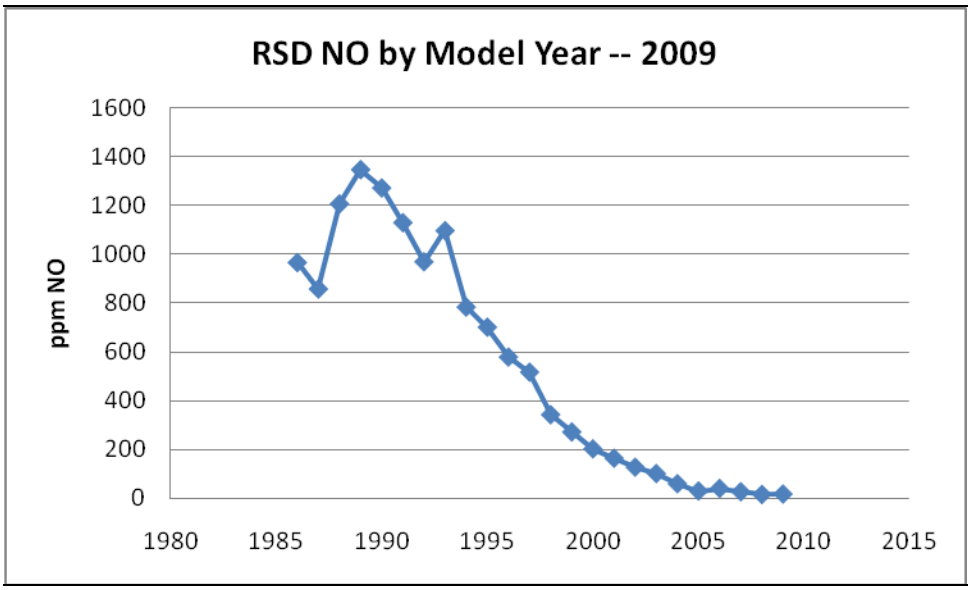
This chart shows the number of vehicles scanned by RSD by model year. There are fewer older models in the fleet and they are driven less so there are fewer observations of them.



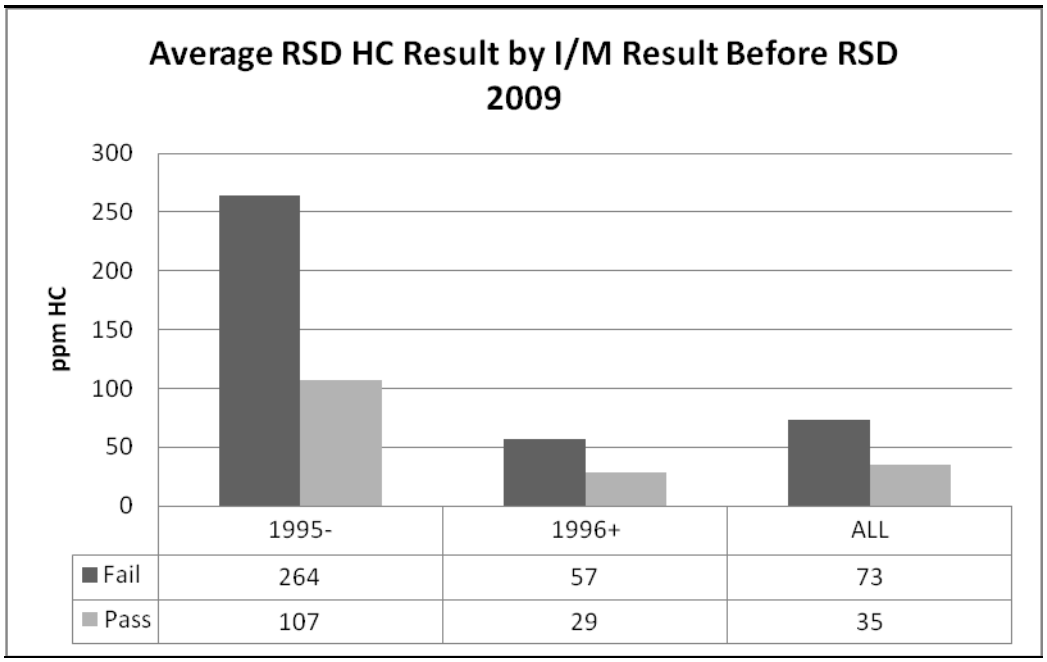
This figure shows average carbon monoxide (CO) RSD readings by model year. Increasingly, more stringent EPA emission standards for newer vehicles and expected deterioration of emission controls in older vehicles result in newer vehicles having much lower emissions. The low sample sizes for the older vehicles causes considerable variation in average readings.



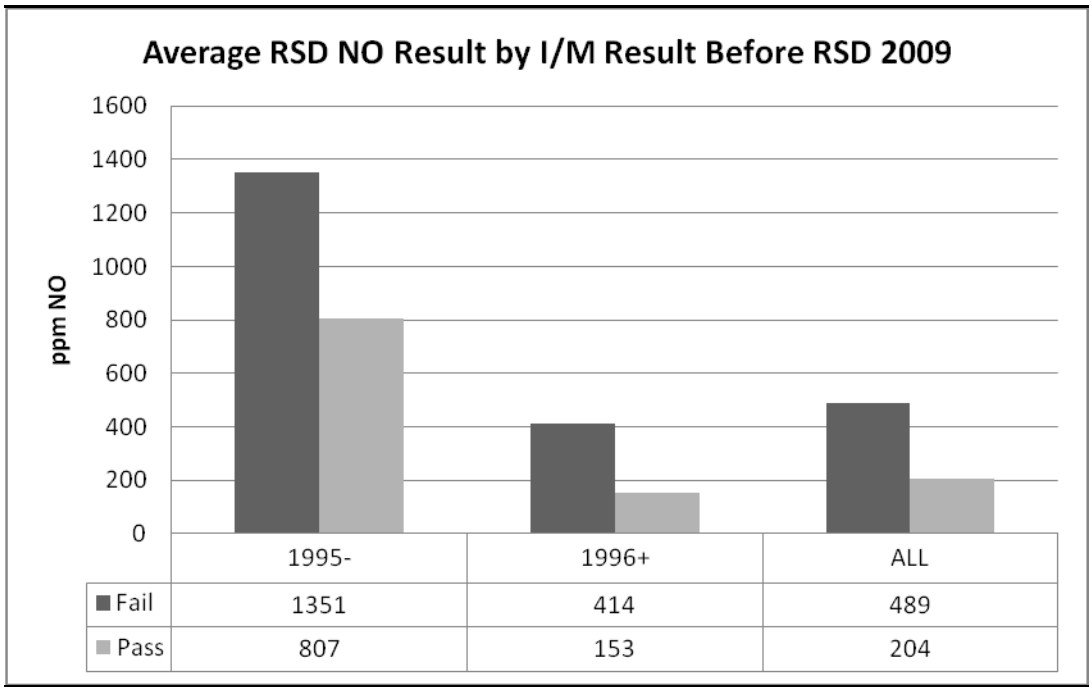
This figure shows average hydrocarbon (HC) RSD readings by model year. Increasingly more stringent EPA emission standards for newer vehicles and expected deterioration of emission controls in older vehicles result in newer vehicles having much lower emissions. The low sample sizes for the older vehicles causes considerable variation in average readings.



This figure shows average RSD readings for nitric oxide (NO) by model year. Increasingly more stringent EPA emission standards for newer vehicles and expected deterioration of emission controls in older vehicles result in newer vehicles having much lower emissions. The low sample sizes for the older vehicles causes considerable variation in average readings.



This figure shows average RSD HC emissions for vehicles that received an I/M test before they were observed by RSD. Results are broken down by model year and I/M pass/fail status of the last test before the RSD observation. RSD emission levels for vehicles that failed their I/M test were much higher than emission levels for vehicles that passed.



This figure shows average RSD NO emissions for vehicles that received an I/M test before they were observed by RSD. Results are broken down by model year and I/M pass/fail status of the last test before the RSD observation. RSD emission levels for vehicles that failed their I/M test were much higher than emission levels for vehicles that passed.

Emission Reduction Estimates Based on Remote Sensing Device (RSD) Readings

Emission reductions from the I/M program were estimated based on RSD emission levels for vehicles that received an I/M test before they were observed by RSD. Please note that these estimated emission reductions are extremely limited and should only be used as a rough assessment for the program. Results of remote sensing tests do not correlate well with mass emissions tests and cannot be compared to estimates based on mass emissions tests, but are directionally consistent with mass emission tests. The sample sizes are too small to make an accurate calculation of emission reductions for the I/M program. This comparison is mainly useful in determining if the program appears to be getting the benefits calculated by the MOBILE6 model.

HC and NOx emissions are the primary concerns due to their role in forming ozone. HC benefits based on remote sensing tests are somewhat lower than predicted by MOBILE6, while NOx benefits are slightly higher.

Emission Reductions Based on Remote Sensing Device (RSD) Readings

Model Year	Pollutant		
	CO (%)	HC (ppm)	NOx (ppm)
pre-1995	18.7%	14.5%	7.2%
1996+	12.2%	9.5%	15.4%
ALL	13.8%	10.8%	13.1%
MOBILE6 (2009)	20.6%	14.5%	12.8%

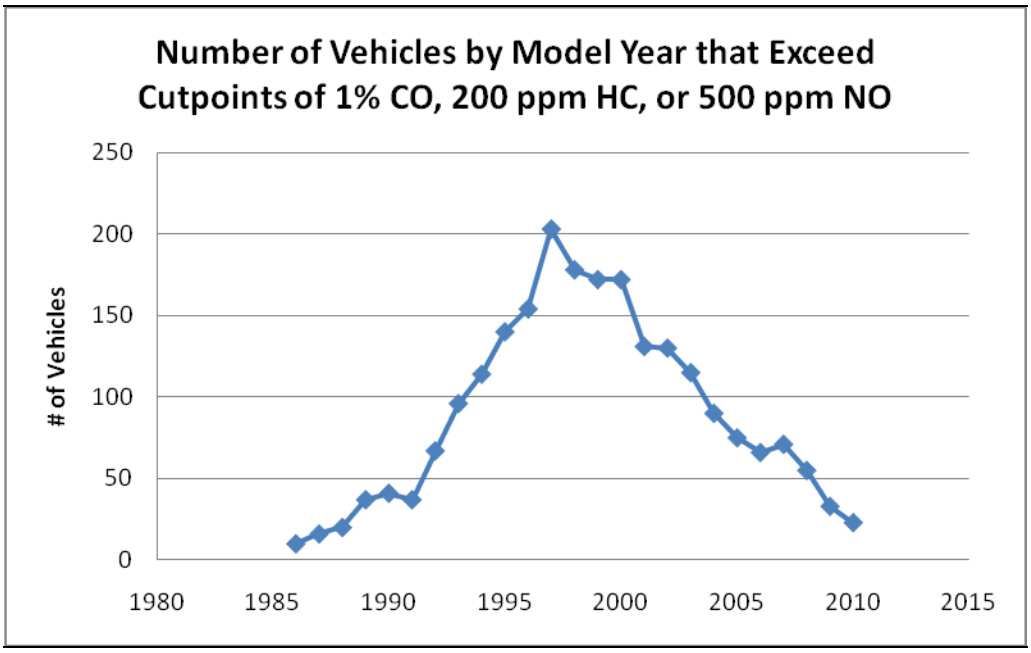
Conclusion: Analysis of RSD indicates that Connecticut's I/M program is yielding emission reductions predicted by MOBILE6.

Emission Levels for 2007 and Newer Vehicles

Currently, Connecticut exempts the newest four model years from the I/M program. In November 2009, when RSD measurements were made, the newest model year tested was 2006. Data on 2007 and newer vehicles that received RSD emissions tests were analyzed to determine if there would be value in reducing the number of model year exemptions.

Out of 3,843 tests, there were no cases of 2007 or newer models having CO > 6%, which some states use as criteria to define a gross polluter. There were few 2007 and newer vehicles that exceeded emissions levels comparable to ASM2525 cutpoints. ASM2525 pass/fail criteria for the latest models is approximately CO > 1%, HC > 200 ppm, or NO > 500 ppm. Of the total number of vehicles that exceeded these pass/fail criteria, only 8% were 2007 and newer vehicles, even though 24% of the vehicles tested were 2007 and newer models.

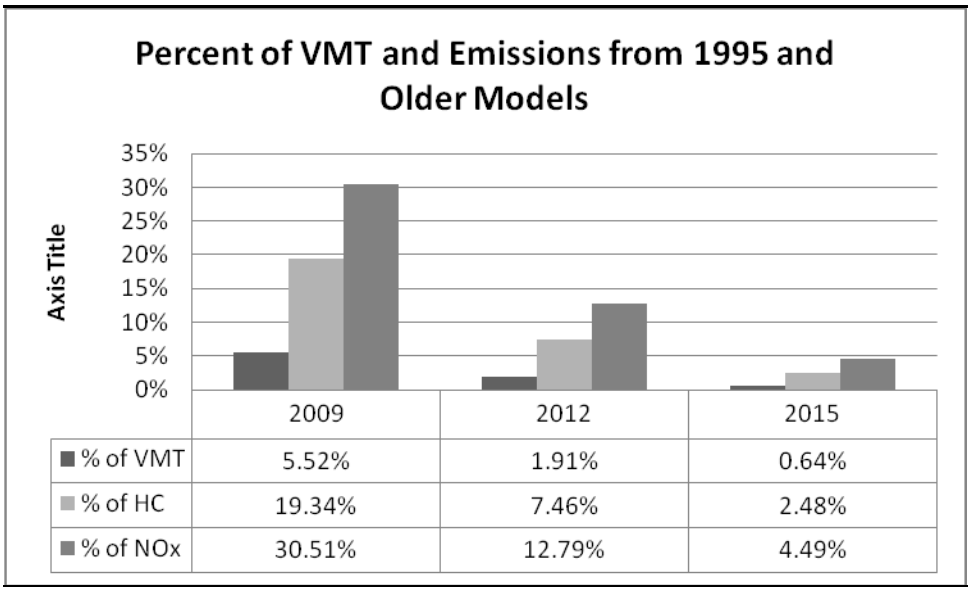
Conclusion: Connecticut's policy of exempting the newest four model years from I/M compliance does not significantly impact the benefits from the program.



This figure shows the number of vehicles by model year that exceed cutpoints of 1% CO, 200 ppm HC, and 500 ppm NO. These cut points are similar to ASM2525 cutpoints for late model light-duty vehicles. These data indicate that most high emitting vehicles are 2006 and older models, which are the models included in the current program. The numbers drop off for 1992 and older models because far fewer of them are still being driven.

Contribution of 1995 and Older Vehicles to Total Vehicle Emissions

Results of the 2009 RSD survey were used to estimate the contribution of 1995 and older models – the models that get tailpipe tests – to total vehicle emissions. Total RSD emissions levels by model year were calculated to estimate the impact of pre-1996 vehicles on total vehicle emissions. The number of observations by model year were calculated to estimate vehicle miles travelled (VMT) by model year. As the following figure shows, 1995 and older models account for a significant fraction of vehicle emissions now, and in the future, even though they account for a small percentage of total VMT. The State will benefit from continuing to perform tailpipe tests on older models.



	2009	2012	2015
% of VMT	5.52%	1.91%	0.64%
% of HC	19.34%	7.46%	2.48%
% of NOx	30.51%	12.79%	4.49%

This figure shows VMT and emissions for pre-1996 vehicles as a percent of total emissions. The 2012 and 2015 values are projections based on 2009 values. Older models account for a significant fraction of vehicle emissions, even though far fewer of them were seen in the survey. Currently, pre-1996 vehicles account for 19% of the HC emissions and 31% of the NOx emissions, based on the 2009 RSD survey. These percentages drop to 7.5% and 13% in 2012 and 2.5% and 4.5% in 2015.

Conclusion: Connecticut's air quality benefits from performing tailpipe emissions tests on 1995 and older models since these vehicles are estimated to continue to contribute appreciable emissions in the future. Including these vehicles in the I/M program ensures that high emitting vehicles are identified and repaired and is necessary to comply with Clean Air Act requirements and statutory restrictions.

7.0 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 2009, 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

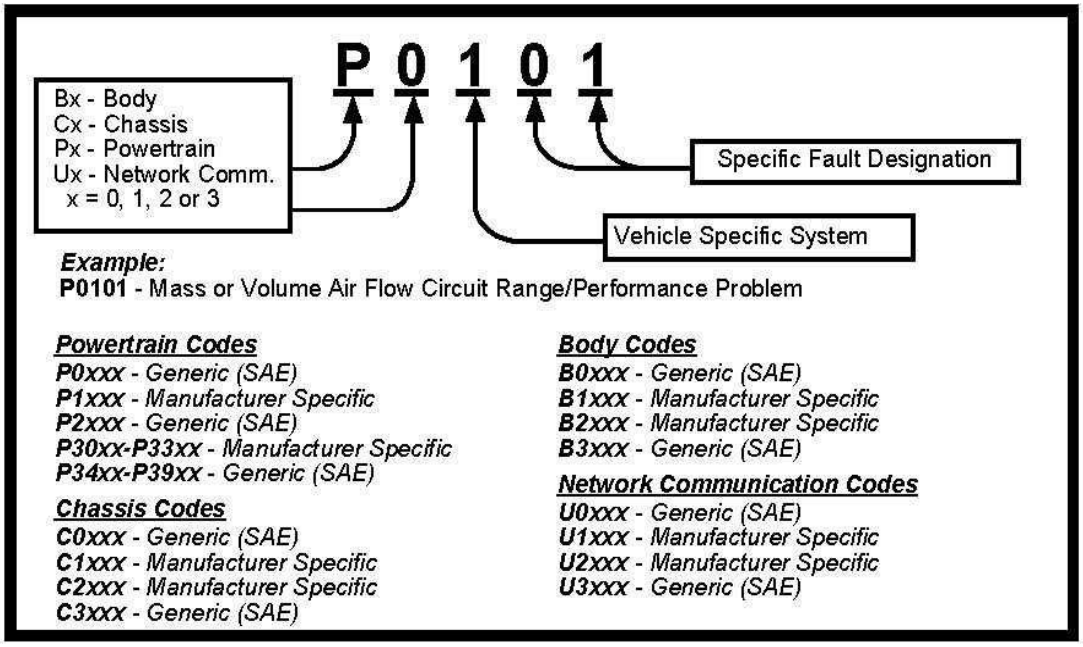
A small percentage (0.8%) of the vehicles with OBDII systems fail to communicate with Connecticut's inspection system. The vehicles listed below have high no communication percentages. The testing contractor, Applus, implemented a fix for these vehicles at the end of 2009. Since the correction was not implemented until the end of 2009, any potential changes should be reflected in future reports of data from 2010 and later years. During 2008 and 2009, 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 2009. 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 63% of the MIL-on cases, even though there are over 1000 possible DTCs.

Connecticut's Top 10 DTC Codes		
Rank	**DTC**	**%**
1	P0171 -- System Too Lean	9.36%
2	P0420 – Low Catalyst Efficiency	8.73%
3	P0300 -- Random Misfire	8.02%
4	P0141 -- 02 Sensor Heater Circuit Malfunction	6.21%
5	P0401 – Exhaust Gas Recirculation (EGR) Flow Insufficient	5.93%
6	P0442 -- Evaporative Emission Control System Leak Detected (small leak)	5.36%
7	P0455 -- Evaporative Emission Control System Leak Detected (gross leak)	5.22%
8	P0174 -- System Too Lean	5.02%
9	P0301 -- Misfire Cylinder #1	5.02%
10	P0135 -- 02 Sensor Heater Circuit Malfunction	4.78%
	Total Top 10	63.64%

8.0 2007 to 2009 Inspection Cycle Analysis

A dataset of 641,142 vehicles that were tested in both 2007 and 2009 was created with the goal of determining the durability of repairs performed on vehicles failing in 2007.

Failure Rates

Failure rates (overall, by test type and by model year) in 2009 were determined for the following groups of vehicles that were tested in 2007:

- Passed initial test in 2007; or
- Failed initial test/passed retest in 2007.

The failure rate for 2009 was 12% for the sample of vehicles that passed their initial test in 2007. The failure rate in 2009 was much higher, 35%, for the sample of vehicles that failed in 2007, and were subsequently repaired in order to pass.

Emission Rates

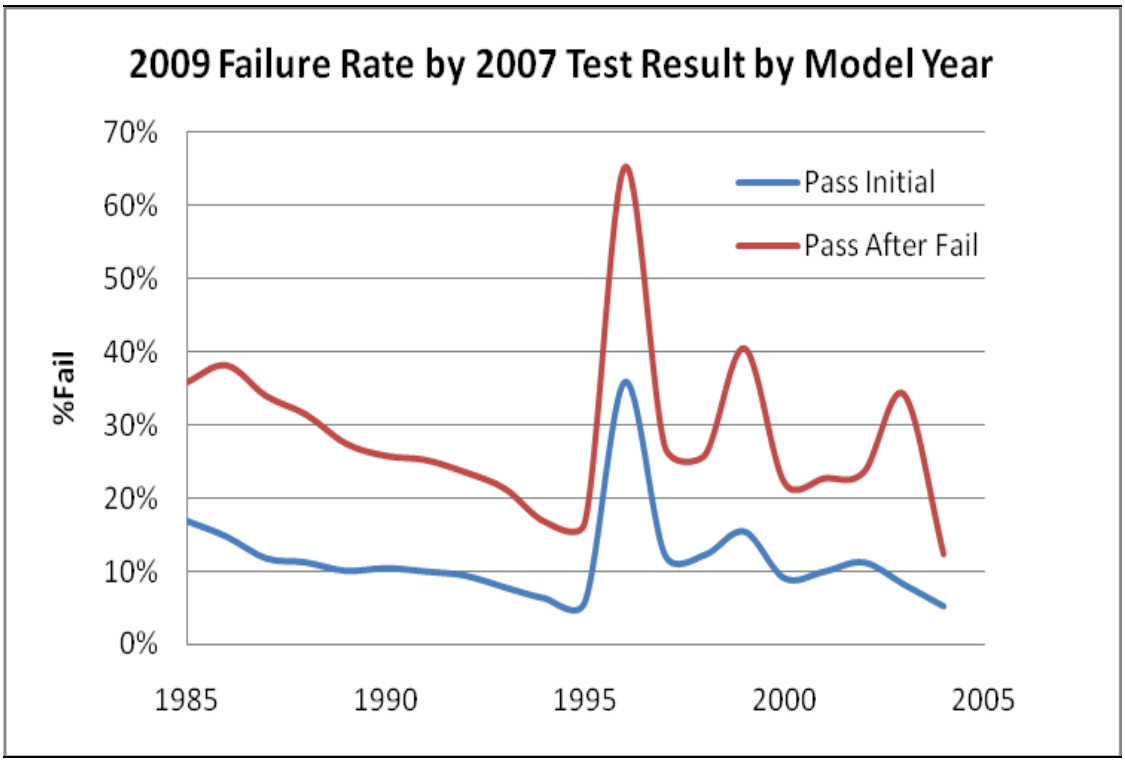
Since the ASM2525 test allows a quantification of emissions levels that the other test procedures do not provide, emissions data from vehicles that had received these tests were evaluated to project how much emissions increased over the two year cycle,.

Average ASM2525 emission rates (overall and by model year) for 1995 and older models in 2007 and 2009 were calculated for vehicles for the following groups:

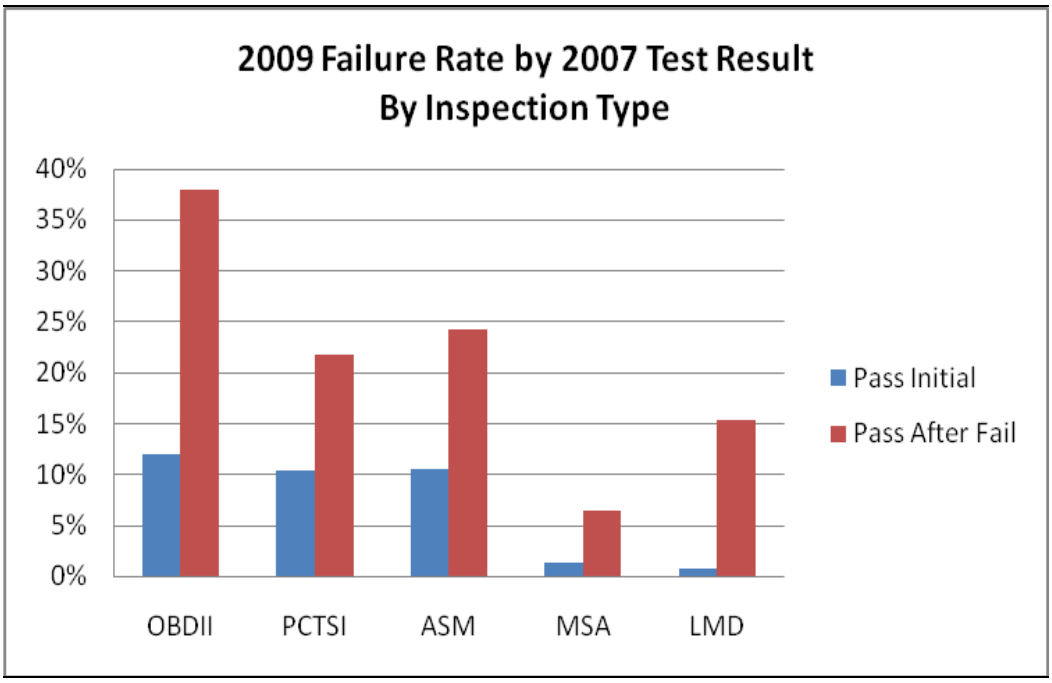
- Passed initial test in 2007; or
- Failed initial test but passed retest in 2007.

Emissions were significantly higher two years later for vehicles that failed and were repaired to pass in 2007. On the other hand, vehicles that passed their initial test in 2007 saw minimal increases in emissions in 2009, which indicates that they were capable of maintaining good control over emissions despite their age.

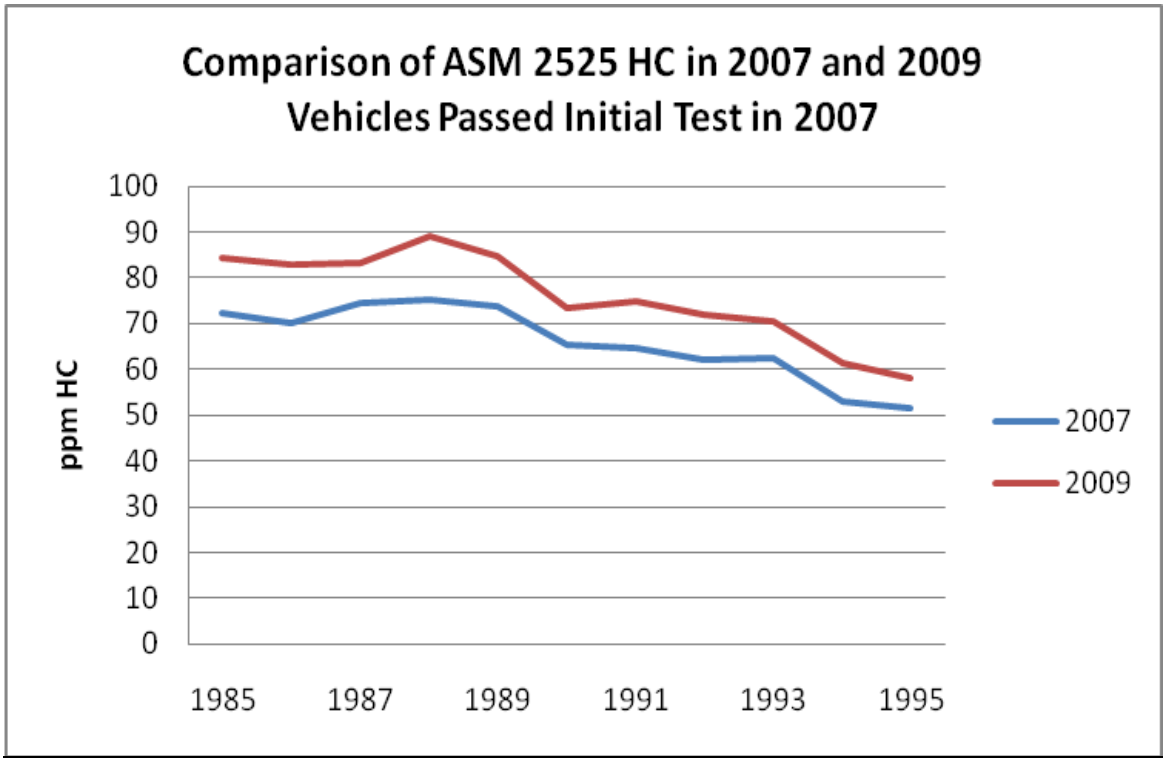
The high failure rates and emissions levels in 2009 for vehicles that failed and were repaired to pass in 2007 may be due to several factors, including that some vehicles are more prone to be high emitters, even after they are repaired. The higher emissions and failure rates for previous failures may also indicate that repair quality can be significantly improved, but an evaluation of this possibility was not possible since the data on who conducted the repairs in 2007, i.e., Certified Repairers, non certified repairers, or self repairs by the motorist were not available*. *The charts that follow have details on this analysis.



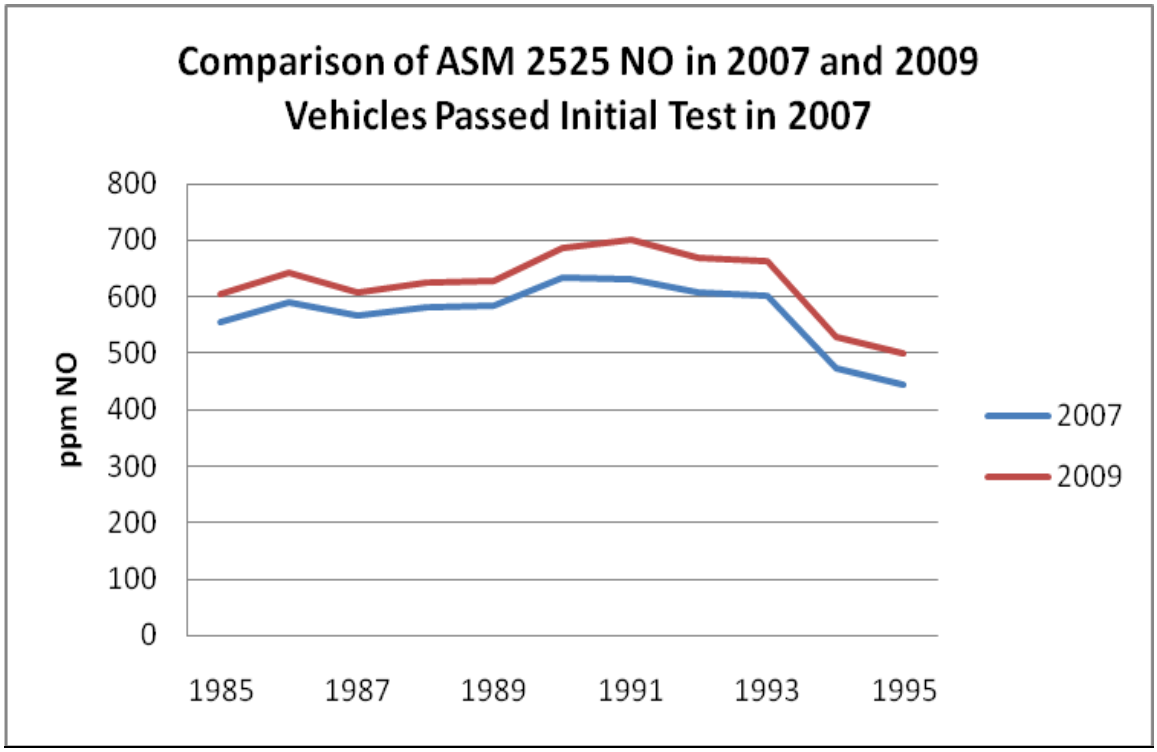
This chart shows failure rates by model year in 2009 for vehicles that passed in 2007. Failure rates in 2009 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2007 and 2) vehicles that failed and were repaired to pass in 2007. The second group, comprised mostly of 1995 and older model year vehicles, had much higher failure rates in 2009, indicating that these vehicles may be more prone to failing I/M inspections.



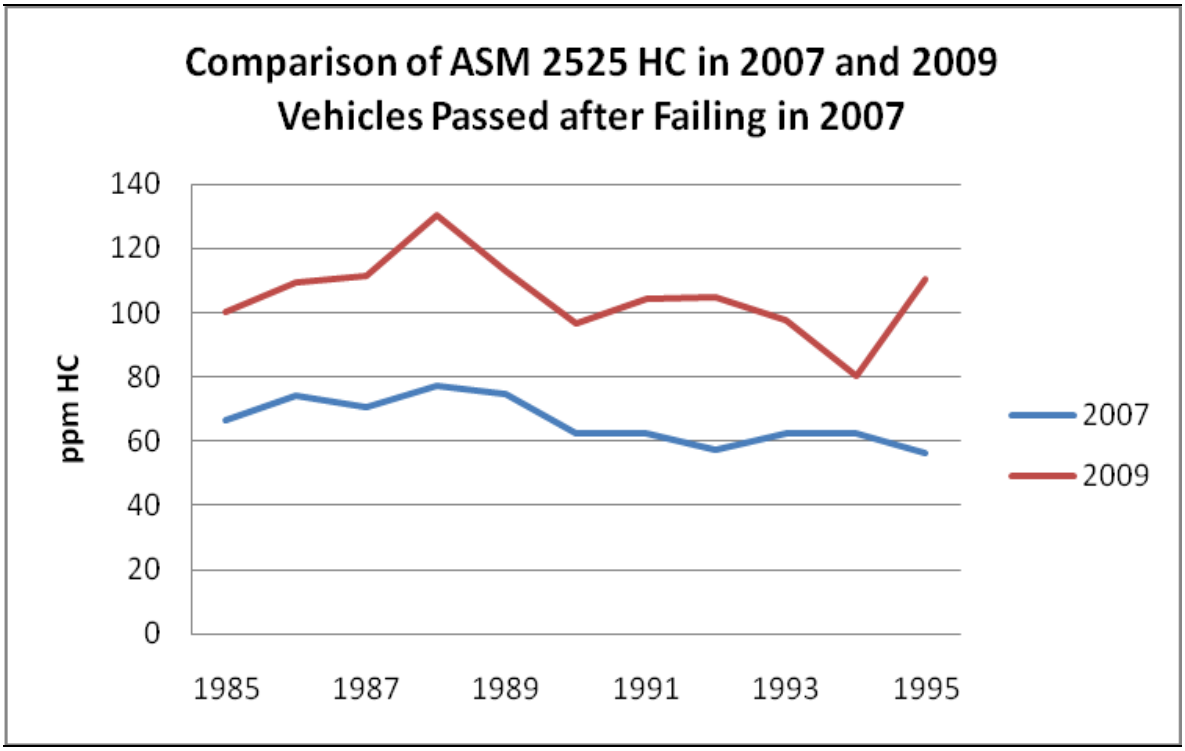
This chart shows failure rates by inspection type in 2009 for vehicles that passed in 2007. Failure rates in 2009 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2007 and 2) vehicles that failed and were repaired to pass in 2007. The second group had much higher failure rates in 2009 for all inspection types indicating that these vehicles may be more prone to failing I/M inspections.



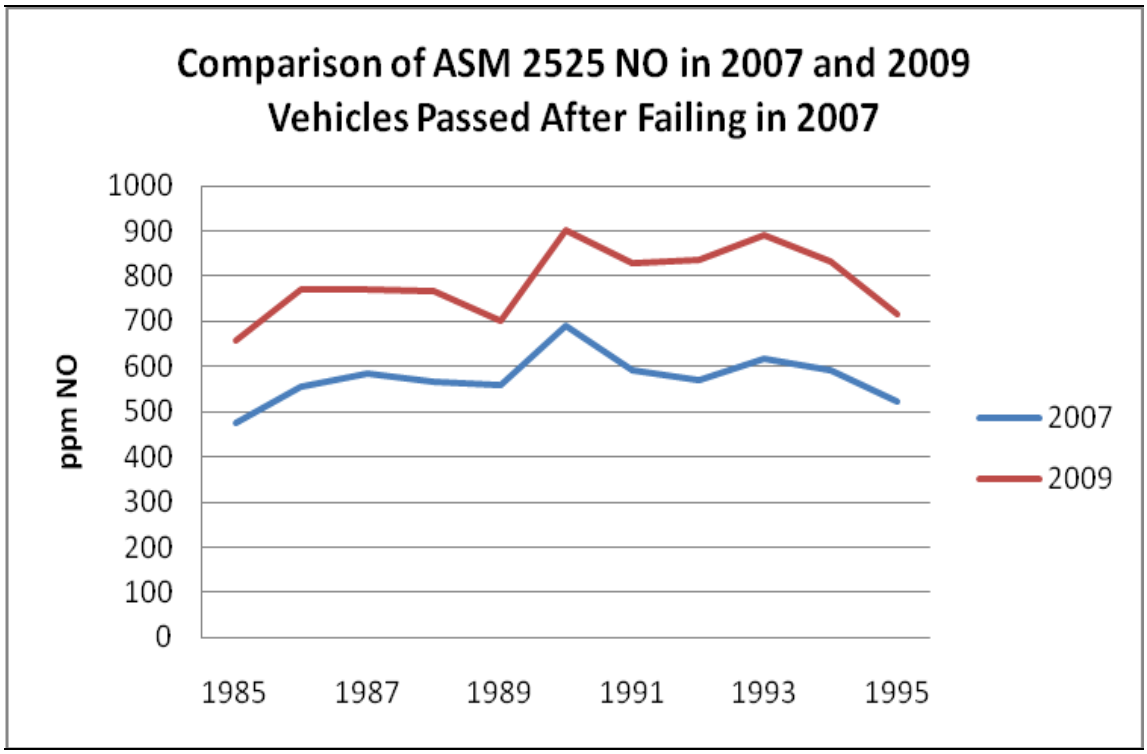
This chart shows average HC emissions by model year in 2007 and 2009 for vehicles that passed their initial test in 2007. Emissions increase slightly from 2007 to 2009. This indicates that many older vehicles can maintain low emissions levels.



This chart shows average NO emissions by model year in 2007 and 2009 for vehicles that passed their initial test in 2007 Emissions increase slightly from 2007 to 2009. This indicates that many older vehicles can maintain low emissions levels.



This chart shows average HC emissions by model year in 2007 and 2009 for vehicles that passed their retest in 2007. Emissions increase significantly from 2007 to 2009. This may indicate that many repairs may not have fully addressed the emissions problem in any given vehicle. There were not enough 1996 and newer models for a meaningful comparison.



This chart shows average NO emissions by model year in 2007 and 2009 for vehicles that passed their retest in 2007. Emissions increase significantly from 2007 to 2009. This may indicate that many repairs may not have fully addressed the emissions problem in any given vehicle. There were not enough 1996 and newer models for a meaningful comparison.

9.0 Program Enhancements in 2009 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. Following are preliminary findings of an assessment by DEP and DMV of future options for Connecticut's program:

- Even though some states are dropping tailpipe tests, continuing tailpipe tests on pre-1996 vehicles, which do not have OBD systems, maintains the air quality benefits necessary due to Clean Air Act requirements and statutory restrictions.
- Remote sensing devices (RSD) cannot be used as an alternative to periodic I/M tests. Use of RSD has been proposed as an alternative to tailpipe tests. However, RSD have severe drawbacks that limit their potential as an alternative to traditional tailpipe, or OBDII emissions tests since use of RSD is not a reliable method to identify individual high emitting vehicles. In addition, obtaining RSD emission measurements on a majority of the fleet will cost much more than performing periodic I/M tests. Customer convenience can be enhanced by implementing innovative OBDII inspection strategies. Self service kiosks, wireless OBD, and other innovative ways to perform OBDII inspections, could be incorporated into Connecticut's next I/M program on a trial or pilot basis after analysis of pilot programs in other jurisdictions demonstrate that this is a feasible and successful strategy. However, since this would only be used as a pilot project, traditional inspection stations will likely be used to inspect most vehicles.
- Connecticut continually assesses the I/M program to determine additional outreach efforts in other areas that may contribute to the effectiveness of the program. Outreach this year was enriched by adding podcasts about OBD readiness and drive cycle conditioning to the DMV's and the Emissions Program websites. These podcasts enhance existing education efforts to explain the program concept that vehicles will fail their emission test if the MIL is on. In addition to MIL education efforts, ongoing dealer outreach efforts that are designed to decrease failure rates related to a vehicle's "not-ready" status will continue to be enhanced.

10.0 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, 197,237 vehicles failed their initial emissions test in the 2008-2009 period. This equates to 10% of the vehicles tested.
- Over 99% of the vehicles subject to I/M requirements comply with standards. During the first quarter of the 2009 test period, 27% of the vehicles that failed did not receive a passing result or waiver by the end of 2009. Ultimately these vehicles must comply with the 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, Applus, 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 I/M program identifies vehicles that were observed to have high emissions during independent on-road remote sensing tests. The vehicles failing tailpipe and OBDII tests have much higher average emissions than the vehicles that pass. OBDII and tailpipe tests identify vehicles with high emissions levels.
- Based on remote sensing data, older vehicles without OBDII systems are estimated to contribute significant amounts of pollution now and in the future. Connecticut air quality would benefit from continuing to perform tailpipe emissions tests.
- Based on remote sensing data, there appears to be no significant air quality impact of exempting the newest four model years from emissions testing.

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
2009 CT I/M Program Data

Appendix B
2009 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		1	1
1982	1		1
1983	5	7	12
1984	25	11	36
1985	981	516	1,497
1986	3,590	2,471	6,061
1987	4,997	3,174	8,171
1988	5,615	4,341	9,956
1989	7,214	4,700	11,914
1990	9,021	3,769	12,790
1991	10,741	3,985	14,726
1992	14,507	5,181	19,688
1993	18,789	8,311	27,100
1994	22,699	13,423	36,122
1995	31,577	17,893	49,470
1996	32,496	18,540	51,036
1997	43,854	26,636	70,490
1998	44,941	28,852	73,793
1999	58,347	38,851	97,198
2000	84,363	53,723	138,086
2001	81,723	53,649	135,372
2002	33,130	24,828	57,958
2003	80,069	69,908	149,977
2004	24,091	25,904	49,995
2005	77,567	75,659	153,226
2006	17,740	14,907	32,647
2007	6		6
2008	2		2
Grand Total	**708,091**	**499,240**	**1,207,331**

Table (a) (1).			
Number of Vehicles Tested by Model Year and Vehicle Type (Fleet Testing) Includes Initial Tests and Retests			
Model Year	**Passenger Car (P)**	**Truck (T)**	**Total**
1985	0	1	1
1986	0	1	1
1987	0	0	0
1988	0	0	0
1989	1	1	2
1990	0	0	0
1991	0	2	2
1992	2	2	4
1993	1	2	3
1994	4	9	13
1995	8	5	13
1996	5	7	12
1997	24	25	49
1998	20	25	45
1999	60	103	163
2000	98	105	203
2001	47	124	171
2002	130	65	195
2003	26	65	91
2004	13	23	36
2005	154	115	269
2006	132	70	202
Grand Total	**725**	**750**	**1475**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD	**P**	1996	5,010	23,085	28,095	18%
		1997	6,230	32,317	38,547	16%
		1998	6,132	33,539	39,671	15%
		1999	6,895	45,613	52,508	13%
		2000	8,766	68,250	77,016	11%
		2001	8,678	66,086	74,764	12%
		2002	3,744	26,053	29,797	13%
		2003	4,844	71,318	76,162	6%
		2004	1,609	21,074	22,683	7%
		2005	2,689	72,622	75,311	4%
		2006	1,432	15,033	16,465	9%
		2007		4	4	0%
		2008	1	1	2	50%
	P Total		**56,030**	**474,995**	**531,025**	**11%**
	T	1996	2,853	11,614	14,467	20%
		1997	3,591	17,352	20,943	17%
		1998	3,960	20,108	24,068	16%
		1999	4,261	27,797	32,058	13%
		2000	5,158	39,941	45,099	11%
		2001	6,185	37,264	43,449	14%
		2002	3,057	16,818	19,875	15%
		2003	4,411	55,620	60,031	7%
		2004	1,843	20,424	22,267	8%
		2005	3,384	64,466	67,850	5%
		2006	1,215	11,911	13,126	9%
	T Total		**39,918**	**323,315**	**363,233**	**11%**
OBD Total			**95,948**	**798,310**	**894,258**	**11%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
PCTSI	**P**	1985	2	3	5	40%
		1986	7	14	21	33%
		1987	9	28	37	24%
		1988	9	39	48	19%
		1989	8	60	68	12%
		1990	34	207	241	14%
		1991	65	429	494	13%
		1992	72	715	787	9%
		1993	156	1,248	1,404	11%
		1994	144	1,124	1,268	11%
		1995	162	2,336	2,498	6%
		1996		9	9	0%
		1997	1	19	20	5%
		1998	1	11	12	8%
		1999	1	19	20	5%
		2000	2	38	40	5%
		2001	2	29	31	6%
		2002	3	16	19	16%
		2003	2	48	50	4%
		2004	2	15	17	12%
		2005	3	53	56	5%
		2006	1	89	90	1%
		2007		2	2	0%
	P Total		**686**	**6,551**	**7,237**	**9%**
	T	1984	1	1	2	50%
		1985	24	33	57	42%
		1986	147	177	324	45%
		1987	87	250	337	26%
		1988	119	325	444	27%
		1989	106	439	545	19%
		1990	64	287	351	18%
		1991	49	323	372	13%
		1992	67	364	431	16%
		1993	112	1,124	1,236	9%
		1994	238	1,767	2,005	12%
		1995	347	2,675	3,022	11%
		1996	129	794	923	14%
		1997	153	1,366	1,519	10%
		1998	80	913	993	8%
		1999	116	1,814	1,930	6%
		2000	232	2,686	2,918	8%
		2001	420	2,996	3,416	12%
		2002	165	1,236	1,401	12%
		2003	399	3,943	4,342	9%
		2004	88	1,292	1,380	6%
		2005	90	3,469	3,559	3%
		2006	6	536	542	1%
	T Total		**3,239**	**28,810**	**32,049**	**10%**
PCTSI Total			**3,925**	**35,361**	**39,286**	**10%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
ASM	**P**	1983	1	2	3	33%
		1984	5	15	20	25%
		1985	173	559	732	24%
		1986	589	2,186	2,775	21%
		1987	684	3,276	3,960	17%
		1988	729	3,925	4,654	16%
		1989	885	5,247	6,132	14%
		1990	1,082	6,413	7,495	14%
		1991	1,241	7,466	8,707	14%
		1992	1,598	10,234	11,832	14%
		1993	1,758	13,516	15,274	12%
		1994	1,856	17,388	19,244	10%
		1995	2,098	24,525	26,623	8%
		1996		2	2	0%
		1997	2	3	5	40%
		1998		3	3	0%
		1999	1	3	4	25%
		2000	1	6	7	14%
		2001		10	10	0%
		2003		2	2	0%
		2005		1	1	0%
		2006		1	1	0%
	P Total		**12,703**	**94,783**	**107,486**	**12%**
	T	1981		1	1	0%
		1983		7	7	0%
		1984	1	6	7	14%
		1985	91	213	304	30%
		1986	329	1,164	1,493	22%
		1987	400	1,812	2,212	18%
		1988	492	2,677	3,169	16%
		1989	461	2,940	3,401	14%
		1990	395	2,416	2,811	14%
		1991	364	2,744	3,108	12%
		1992	446	3,657	4,103	11%
		1993	581	5,604	6,185	9%
		1994	865	9,165	10,030	9%
		1995	914	12,178	13,092	7%
		1996		1	1	0%
		1997	1	5	6	17%
		2000		3	3	0%
		2001		3	3	0%
		2003		1	1	0%
		2004		2	2	0%
	T Total		**5,340**	**44,599**	**49,939**	**11%**
ASM Total			**18,043**	**139,382**	**157,425**	**11%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
MSA	**P**	1985		6	6	0%
		1987		3	3	0%
		1989		1	1	0%
		1990		1	1	0%
		1991		1	1	0%
		1992		1	1	0%
		1993		5	5	0%
		1994		2	2	0%
		1995		2	2	0%
		1996		14	14	0%
		1997		2	2	0%
		1999		2	2	0%
		2000		1	1	0%
		2001		2	2	0%
		2002		2	2	0%
		2003		3	3	0%
		2004		1	1	0%
		2005		5	5	0%
		2006		1	1	0%
	P Total			**55**	**55**	**0%**
	T	1985		3	3	0%
		1986		15	15	0%
		1987		17	17	0%
		1988		18	18	0%
		1989	1	15	16	6%
		1990		17	17	0%
		1991		14	14	0%
		1992		11	11	0%
		1993	1	22	23	4%
		1994	2	27	29	7%
		1995	5	76	81	6%
		1996	3	59	62	5%
		1997	1	112	113	1%
		1998	5	48	53	9%
		1999	6	172	178	3%
		2000	2	109	111	2%
		2001		123	123	0%
		2002	1	86	87	1%
		2003	2	134	136	1%
		2004	1	46	47	2%
		2005	1	142	143	1%
		2006		11	11	0%
	T Total		**31**	**1,277**	**1,308**	**2%**
MSA Total			**31**	**1,332**	**1,363**	**2%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
LMD	P	1982		1	1	0%
		1985	2	50	52	4%
		1986	2	48	50	4%
		1987	5	106	111	5%
		1989	3	12	15	20%
		1990		29	29	0%
		1991	1	58	59	2%
		1992	1	35	36	3%
		1993		27	27	0%
		1994		10	10	0%
		1995		59	59	0%
		1996		85	85	0%
		1997		8	8	0%
		1999		12	12	0%
		2000		8	8	0%
		2001		14	14	0%
		2002		13	13	0%
		2003		16	16	0%
		2004		12	12	0%
		2005		23	23	0%
		2006		1	1	0%
	P Total		**14**	**627**	**641**	**2%**
	T	1985		21	21	0%
		1986	6	60	66	9%
		1987	2	40	42	5%
		1988		60	60	0%
		1989		77	77	0%
		1990	1	83	84	1%
		1991	1	55	56	2%
		1992	1	95	96	1%
		1993	1	139	140	1%
		1994	6	241	247	2%
		1995	7	381	388	2%
		1996	4	400	404	1%
		1997	4	734	738	1%
		1998		264	264	0%
		1999	2	877	879	0%
		2000	6	949	955	1%
		2001	2	1,160	1,162	0%
		2002	2	487	489	0%
		2003	9	1,394	1,403	1%
		2004	5	493	498	1%
		2005	7	1,199	1,206	1%
		2006	1	155	156	1%
	T Total		**67**	**9,364**	**9,431**	**1%**
LMD Total			**81**	**9,991**	**10,072**	**1%**
Grand Total			**118,028**	**984,376**	**1,102,404**	**11%**

Table (a) (2)(i). Initial Test Results (Fleet Testing)						
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**
OBD	**P**	1996	0	5	5	0%
		1997	0	24	24	0%
		1998	1	17	18	6%
		1999	7	51	58	12%
		2000	2	95	97	2%
		2001	1	45	46	2%
		2002	3	127	130	2%
		2003	1	25	26	4%
		2004	0	13	13	0%
		2005	3	149	152	2%
		2006	0	132	132	0%
	P Total		**18**	**683**	**701**	**3%**
	T	1996	0	2	2	0%
		1997	2	20	22	9%
		1998	1	18	19	5%
		1999	4	72	76	5%
		2000	2	83	85	2%
		2001	3	93	96	3%
		2002	2	47	49	4%
		2003	0	41	41	0%
		2004	1	15	16	6%
		2005	2	72	74	3%
		2006	1	40	41	2%
	T Total		**18**	**503**	**521**	**3%**
OBD Total			**36**	**1186**	**1222**	**3%**

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%
		1992	0	2	2	0%
		1993	0	1	1	0%
		1994	0	4	4	0%
		1995	0	8	8	0%
		1998	0	1	1	0%
		2005	0	1	1	0%
	P Total		**0**	**18**	**18**	**0%**
	T	1985	0	1	1	0%
		1986	0	1	1	0%
		1989	0	1	1	0%
		1991	0	2	2	0%
		1992	1	0	1	100%
		1993	0	2	2	0%
		1994	0	9	9	0%
		1995	0	5	5	0%
		1996	1	3	4	25%
		1997	0	2	2	0%
		1998	0	5	5	0%
		1999	0	22	22	0%
		2000	1	17	18	6%
		2001	0	26	26	0%
		2002	1	13	14	7%
		2003	0	24	24	0%
		2004	0	6	6	0%
		2005	1	38	39	3%
		2006	1	27	28	4%
	T Total		**6**	**204**	**210**	**3%**
PCTSI Total			**6**	**222**	**228**	**3%**
Initial test totals (OBD & TSI)			**42**	**1408**	**1450**	**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	663	3,095	3,758	18%	82%
		1997	677	4,026	4,703	14%	86%
		1998	531	4,237	4,768	11%	89%
		1999	554	4,791	5,345	10%	90%
		2000	621	6,198	6,819	9%	91%
		2001	502	6,043	6,545	8%	92%
		2002	203	2,930	3,133	6%	94%
		2003	154	3,568	3,722	4%	96%
		2004	42	1,282	1,324	3%	97%
		2005	44	2,095	2,139	2%	98%
		2006	26	1,137	1,163	2%	98%
	P Total		**4,017**	**39,402**	**43,419**	**9%**	**91%**
	T	1996	339	1,884	2,223	15%	85%
		1997	407	2,412	2,819	14%	86%
		1998	397	2,659	3,056	13%	87%
		1999	350	3,048	3,398	10%	90%
		2000	354	3,754	4,108	9%	91%
		2001	367	4,407	4,774	8%	92%
		2002	195	2,440	2,635	7%	93%
		2003	161	3,286	3,447	5%	95%
		2004	64	1,485	1,549	4%	96%
		2005	66	2,690	2,756	2%	98%
		2006	12	1,045	1,057	1%	99%
	T Total		**2,712**	**29,110**	**31,822**	**9%**	**91%**
OBD Total			**6,729**	**68,512**	**75,241**	**9%**	**91%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
PCTSI	P	1985		2	2	0%	100%
		1986	3	4	7	43%	57%
		1987	3	7	10	30%	70%
		1988	2	6	8	25%	75%
		1989	2	5	7	29%	71%
		1990	3	20	23	13%	87%
		1991	9	45	54	17%	83%
		1992	16	50	66	24%	76%
		1993	24	124	148	16%	84%
		1994	14	120	134	10%	90%
		1995	21	143	164	13%	87%
		1998	1	1	2	50%	50%
		1999		1	1	0%	100%
		2000		2	2	0%	100%
		2001		2	2	0%	100%
		2002		3	3	0%	100%
		2003		2	2	0%	100%
		2004		2	2	0%	100%
		2005		3	3	0%	100%
		2006		1	1	0%	100%
	P Total		**98**	**543**	**641**	**15%**	**85%**
	T	1985	4	11	15	27%	73%
		1986	50	79	129	39%	61%
		1987	16	59	75	21%	79%
		1988	25	67	92	27%	73%
		1989	28	69	97	29%	71%
		1990	12	46	58	21%	79%
		1991	6	35	41	15%	85%
		1992	6	49	55	11%	89%
		1993	16	82	98	16%	84%
		1994	27	168	195	14%	86%
		1995	54	249	303	18%	82%
		1996	25	86	111	23%	77%
		1997	22	115	137	16%	84%
		1998	6	68	74	8%	92%
		1999	7	99	106	7%	93%
		2000	12	208	220	5%	95%
		2001	6	398	404	1%	99%
		2002	5	151	156	3%	97%
		2003	6	376	382	2%	98%
		2004	2	89	91	2%	98%
		2005	6	77	83	7%	93%
		2006		5	5	0%	100%
	T Total		**341**	**2,586**	**2,927**	**12%**	**88%**
PCTSI Total			**439**	**3,129**	**3,568**	**12%**	**88%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
ASM	**P**	1983		1	1	0%	100%
		1984	1	2	3	33%	67%
		1985	43	84	127	34%	66%
		1986	178	307	485	37%	63%
		1987	204	362	566	36%	64%
		1988	213	412	625	34%	66%
		1989	198	511	709	28%	72%
		1990	287	602	889	32%	68%
		1991	323	691	1,014	32%	68%
		1992	401	890	1,291	31%	69%
		1993	385	1,022	1,407	27%	73%
		1994	363	1,189	1,552	23%	77%
		1995	358	1,380	1,738	21%	79%
		1996	1	3	4	25%	75%
		1997		6	6	0%	100%
		1998	3	4	7	43%	57%
		1999	2	5	7	29%	71%
		2000	2	4	6	33%	67%
		2001		2	2	0%	100%
		2002	1	2	3	33%	67%
		2005		1	1	0%	100%
	P Total		**2,963**	**7,480**	**10,443**	**28%**	**72%**
	T	1984		1	1	0%	100%
		1985	20	62	82	24%	76%
		1986	63	222	285	22%	78%
		1987	86	275	361	24%	76%
		1988	93	335	428	22%	78%
		1989	96	309	405	24%	76%
		1990	65	282	347	19%	81%
		1991	54	259	313	17%	83%
		1992	64	330	394	16%	84%
		1993	77	431	508	15%	85%
		1994	82	695	777	11%	89%
		1995	70	777	847	8%	92%
		1996	1	1	2	50%	50%
		1997	1	3	4	25%	75%
		1998	1	3	4	25%	75%
		2000	1	1	2	50%	50%
		2001		2	2	0%	100%
	T Total		**774**	**3,988**	**4,762**	**16%**	**84%**
ASM Total			**3,737**	**11,468**	**15,205**	**25%**	**75%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
MSA	**P**	1993		1	1	0%	100%
	P Total			**1**	**1**	**0%**	**100%**
	T	1989	1		1	100%	0%
		1991		1	1	0%	100%
		1993		1	1	0%	100%
		1994	2	3	5	40%	60%
		1995	3	1	4	75%	25%
		1996	1	1	2	50%	50%
		1997		1	1	0%	100%
		1998	2	3	5	40%	60%
		1999	1	5	6	17%	83%
		2000	1		1	100%	0%
		2002	2	1	3	67%	33%
		2003	1		1	100%	0%
		2004		1	1	0%	100%
		2005		1	1	0%	100%
	T Total		**14**	**19**	**33**	**42%**	**58%**
MSA Total			**14**	**20**	**34**	**41%**	**59%**
LMD	**P**	1985		1	1	0%	100%
		1986	1	1	2	50%	50%
		1987	1	3	4	25%	75%
		1989	1	2	3	33%	67%
		1991	1		1	100%	0%
		1992		1	1	0%	100%
		1993		1	1	0%	100%
		1996		1	1	0%	100%
	P Total		**4**	**10**	**14**	**29%**	**71%**
	T	1985	1		1	100%	0%
		1986	1	1	2	50%	50%
		1987	3		3	100%	0%
		1990		1	1	0%	100%
		1991		1	1	0%	100%
		1992		1	1	0%	100%
		1993		1	1	0%	100%
		1994		3	3	0%	100%
		1995		4	4	0%	100%
		1996		2	2	0%	100%
		1997		3	3	0%	100%
		1999		1	1	0%	100%
		2000	1	4	5	20%	80%
		2001		2	2	0%	100%
		2002		4	4	0%	100%
		2003	1	6	7	14%	86%
		2004		4	4	0%	100%
		2005		5	5	0%	100%
		2006		1	1	0%	100%
	T Total		**7**	**44**	**51**	**14%**	**86%**
LMD Total			**11**	**54**	**65**	**17%**	**83%**
Grand Total			**10,930**	**83,183**	**94,113**	**12%**	**88%**

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	137	387	524	26%	74%
		1997	172	386	558	31%	69%
		1998	117	349	466	25%	75%
		1999	89	355	444	20%	80%
		2000	96	368	464	21%	79%
		2001	56	293	349	16%	84%
		2002	26	132	158	16%	84%
		2003	19	93	112	17%	83%
		2004	10	42	52	19%	81%
		2005	2	26	28	7%	93%
		2006		18	18	0%	100%
	P Total		**724**	**2449**	**3173**	**23%**	**77%**
	T	1996	87	222	309	28%	72%
		1997	90	241	331	27%	73%
		1998	83	236	319	26%	74%
		1999	56	227	283	20%	80%
		2000	44	243	287	15%	85%
		2001	53	255	308	17%	83%
		2002	23	150	173	13%	87%
		2003	24	123	147	16%	84%
		2004	5	57	62	8%	92%
		2005	5	44	49	10%	90%
		2006		9	9	0%	100%
	T Total		**470**	**1807**	**2277**	**21%**	**79%**
OBD Total			**1194**	**4256**	**5450**	**22%**	**78%**

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
PCTSI	**P**	1985	1		1	100%	0%
		1986	1	3	4	25%	75%
		1987		2	2	0%	100%
		1988	2	1	3	67%	33%
		1990	3	5	8	38%	63%
		1991	4	8	12	33%	67%
		1992	6	11	17	35%	65%
		1993	14	20	34	41%	59%
		1994	5	11	16	31%	69%
		1995	5	19	24	21%	79%
		1998		1	1	0%	100%
	P Total		**41**	**81**	**122**	**34%**	**66%**
	T	1985	2	4	6	33%	67%
		1986	29	38	67	43%	57%
		1987	5	13	18	28%	72%
		1988	5	12	17	29%	71%
		1989	13	24	37	35%	65%
		1990	12	8	20	60%	40%
		1991	5	8	13	38%	62%
		1992	3	5	8	38%	63%
		1993	6	10	16	38%	63%
		1994	18	21	39	46%	54%
		1995	26	38	64	41%	59%
		1996	8	20	28	29%	71%
		1997	3	16	19	16%	84%
		1998	2	8	10	20%	80%
		1999	5	6	11	45%	55%
		2000	2	9	11	18%	82%
		2001	1	5	6	17%	83%
		2002		3	3	0%	100%
		2003		6	6	0%	100%
		2004		3	3	0%	100%
		2005	1	6	7	14%	86%
	T Total		**146**	**263**	**409**	**36%**	**64%**
PCTSI Total			**187**	**344**	**531**	**35%**	**65%**

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		1	1	0%	100%
		1984		2	2	0%	100%
		1985	30	22	52	58%	42%
		1986	115	130	245	47%	53%
		1987	142	161	303	47%	53%
		1988	145	132	277	52%	48%
		1989	156	122	278	56%	44%
		1990	150	185	335	45%	55%
		1991	197	201	398	49%	51%
		1992	210	266	476	44%	56%
		1993	227	261	488	47%	53%
		1994	224	249	473	47%	53%
		1995	213	256	469	45%	55%
		1996	3	1	4	75%	25%
		1997	2	3	5	40%	60%
		1998	6	5	11	55%	45%
		1999	1	3	4	25%	75%
		2001	1	3	4	25%	75%
		2002		2	2	0%	100%
	P Total		**1822**	**2005**	**3827**	**48%**	**52%**
	T	1984	1		1	100%	0%
		1985	9	17	26	35%	65%
		1986	38	46	84	45%	55%
		1987	40	63	103	39%	61%
		1988	49	64	113	43%	57%
		1989	50	70	120	42%	58%
		1990	29	51	80	36%	64%
		1991	32	34	66	48%	52%
		1992	37	45	82	45%	55%
		1993	45	58	103	44%	56%
		1994	38	50	88	43%	57%
		1995	34	48	82	41%	59%
		1996	2	4	6	33%	67%
		1997	2	1	3	67%	33%
		1998	2	4	6	33%	67%
	T Total		**408**	**555**	**963**	**42%**	**58%**
ASM Total			**2230**	**2560**	**4790**	**47%**	**53%**

Table (a) (2)(iv). Second and Later Retest Results (Network Tests)							
Test Type	**Vehicle Type**	**Model Year**	**# Fail**	**# Pass**	**Total**	**% Fail**	**% Pass**
MSA	**T**	1989		1	1	0%	100%
		1994	1	4	5	20%	80%
		1995	1	3	4	25%	75%
		1999		1	1	0%	100%
		2000	2		2	100%	0%
		2002	2		2	100%	0%
		2003	4	1	5	80%	20%
	T Total		**10**	**10**	**20**	**50%**	**50%**
MSA Total			**10**	**10**	**20**	**50%**	**50%**
LMD	**P**	1985		3	3	0%	100%
		1986		1	1	0%	100%
		1987		1	1	0%	100%
		1989		1	1	0%	100%
		1991		1	1	0%	100%
	P Total			7	7	0%	100%
	T	1985		1	1	0%	100%
		1986	3	3	6	50%	50%
		1987	2	4	6	33%	67%
		1995		2	2	0%	100%
		2000		1	1	0%	100%
	T Total		**5**	**11**	**16**	**31%**	**69%**
LMD Total			**5**	**18**	**23**	**22%**	**78%**
Grand Total			**3626**	**7188**	**10814**	**34%**	**66%**

Table (a)(2)(v) Waivers Issued			
Model Year	**Passenger Car (P)**	**Truck (T)**	**Grand Total**
1985	0	0	**0**
1986	9	3	**12**
1987	7	1	**8**
1988	7	2	**9**
1989	6	2	**8**
1990	5	3	**8**
1991	12	1	**13**
1992	4	0	**4**
1993	6	0	**6**
1994	15	1	**16**
1995	8	5	**13**
1996	34	23	**57**
1997	48	23	**71**
1998	44	19	**63**
1999	37	22	**59**
2000	55	23	**78**
2001	46	25	**71**
2002	20	10	**30**
2003	14	9	**23**
2004	4	0	**4**
2005	4	3	**7**
Total	**385**	**175**	**560**

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 2007**	**# That do not Pass**	**% No Final Pass**
P	1982	1	0	0	0	0	0	0.0%
	1983	3	1	1	1	2	-1	-33.3%
	1984	20	5	2	2	4	1	5.0%
	1985	795	177	87	25	112	65	8.2%
	1986	2846	598	312	134	446	152	5.3%
	1987	4111	698	372	164	536	162	3.9%
	1988	4702	738	418	133	551	187	4.0%
	1989	6216	896	518	123	641	255	4.1%
	1990	7766	1116	622	190	812	304	3.9%
	1991	9261	1307	736	210	946	361	3.9%
	1992	12656	1671	941	277	1,218	453	3.6%
	1993	16710	1914	1148	281	1,429	485	2.9%
	1994	20524	2000	1309	260	1,569	431	2.1%
	1995	29182	2260	1523	275	1,798	462	1.6%
	1996	28205	5010	3099	388	3,487	1,523	5.4%
	1997	38582	6233	4032	389	4,421	1,812	4.7%
	1998	39686	6133	4242	355	4,597	1,536	3.9%
	1999	52546	6897	4797	358	5,155	1,742	3.3%
	2000	77072	8769	6204	368	6,572	2,197	2.9%
	2001	74821	8680	6047	296	6,343	2,337	3.1%
	2002	29831	3747	2935	134	3,069	678	2.3%
	2003	76233	4846	3570	93	3,663	1,183	1.6%
	2004	22713	1611	1284	42	1,326	285	1.3%
	2005	75396	2692	2099	26	2,125	567	0.8%
	2006	16558	1433	1138	18	1,156	277	1.7%
	2007	6	0	0	0	0	0	0.0%
	2008	2	1	0	0	0	1	50.0%
P Total		**646444**	**69433**	**47436**	**4542**	**51,978**	**17,455**	**2.7%**

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 2007**	**# That do not Pass**	**% No Final Pass**
T	1981	1		0	0	0	0	0.0%
	1982			0	0	0	0	
	1983	7		0	0	0	0	0.0%
	1984	9	2	1	0	1	1	11.1%
	1985	385	115	73	22	95	20	5.2%
	1986	1898	482	302	87	389	93	4.9%
	1987	2608	489	334	80	414	75	2.9%
	1988	3691	611	402	76	478	133	3.6%
	1989	4039	568	378	95	473	95	2.4%
	1990	3263	460	329	59	388	72	2.2%
	1991	3550	414	296	42	338	76	2.1%
	1992	4641	514	380	50	430	84	1.8%
	1993	7584	695	515	68	583	112	1.5%
	1994	12311	1111	869	75	944	167	1.4%
	1995	16583	1273	1031	91	1,122	151	0.9%
	1996	15857	2989	1974	246	2,220	769	4.8%
	1997	23319	3750	2534	258	2,792	958	4.1%
	1998	25378	4045	2733	248	2,981	1,064	4.2%
	1999	35045	4385	3153	234	3,387	998	2.8%
	2000	49086	5398	3967	253	4,220	1,178	2.4%
	2001	48153	6607	4809	260	5,069	1,538	3.2%
	2002	21852	3225	2596	153	2,749	476	2.2%
	2003	65913	4821	3668	130	3,798	1,023	1.6%
	2004	24194	1937	1579	60	1,639	298	1.2%
	2005	72758	3482	2773	50	2,823	0	0.0%
	2006	13835	1222	1051	9	1,060	162	1.2%
T Total		**455960**	**48595**	**35747**	**2646**	**38,393**	**10,202**	**2.2%**
Grand Total		**1102404**	**118028**	**83183**	**7188**	**90,371**	**27,657**	**2.5%**

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	5,006	23,089	28,095	18%
	1997	6,229	32,318	38,547	16%
	1998	6,126	33,545	39,671	15%
	1999	6,891	45,617	52,508	13%
	2000	8,764	68,252	77,016	11%
	2001	8,673	66,091	74,764	12%
	2002	3,742	26,055	29,797	13%
	2003	4,839	71,323	76,162	6%
	2004	1,605	21,078	22,683	7%
	2005	2,681	72,630	75,311	4%
	2006	1,431	15,034	16,465	9%
	2007		4	4	0%
	2008	1	1	2	50%
P Total		**55,988**	**475,037**	**531,025**	**11%**
T	1996	2,853	11,614	14,467	20%
	1997	3,591	17,352	20,943	17%
	1998	3,960	20,108	24,068	16%
	1999	4,261	27,797	32,058	13%
	2000	5,158	39,941	45,099	11%
	2001	6,185	37,264	43,449	14%
	2002	3,057	16,818	19,875	15%
	2003	4,411	55,620	60,031	7%
	2004	1,843	20,424	22,267	8%
	2005	3,384	64,466	67,850	5%
	2006	1,215	11,911	13,126	9%
T Total		**39,918**	**323,315**	**363,233**	**11%**
Grand Total		**95,906**	**798,352**	**894,258**	**11%**

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	24,417	313	3,346	19	28,095
	1997	34,250	334	3,945	18	38,547
	1998	35,430	277	3,941	23	39,671
	1999	47,866	374	4,241	27	52,508
	2000	70,720	656	5,608	32	77,016
	2001	69,467	413	4,855	29	74,764
	2002	27,633	113	2,030	21	29,797
	2003	73,215	214	2,714	19	76,162
	2004	21,905	108	666	4	22,683
	2005	73,670	690	944	7	75,311
	2006	14,586	1,785	94	0	16,465
	2007	4	0	0	0	4
	2008	1	1	0	0	2
P Total		**493,164**	**5,278**	**32,384**	**199**	**531,025**
T	1996	12,546	125	1,780	16	14,467
	1997	18,607	116	2,212	8	20,943
	1998	21,513	209	2,341	5	24,068
	1999	29,194	408	2,421	35	32,058
	2000	41,536	690	2,852	21	45,099
	2001	39,566	505	3,354	24	43,449
	2002	17,989	253	1,619	14	19,875
	2003	56,793	668	2,530	40	60,031
	2004	21,168	384	705	10	22,267
	2005	65,951	761	1,126	12	67,850
	2006	12,766	280	80		13,126
T Total		**337,629**	**4,399**	**21,020**	**185**	**363,233**
Grand Total		**830,793**	**9,677**	**53,404**	**384**	**894,258**

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	86.9%	1.1%	11.9%	0.1%
	1997	88.9%	0.9%	10.2%	0.0%
	1998	89.3%	0.7%	9.9%	0.1%
	1999	91.2%	0.7%	8.1%	0.1%
	2000	91.8%	0.9%	7.3%	0.0%
	2001	92.9%	0.6%	6.5%	0.0%
	2002	92.7%	0.4%	6.8%	0.1%
	2003	96.1%	0.3%	3.6%	0.0%
	2004	96.6%	0.5%	2.9%	0.0%
	2005	97.8%	0.9%	1.3%	0.0%
	2006	88.6%	10.8%	0.6%	0.0%
	2007	50.0%	50.0%	0.0%	0.0%
P Total		**92.9%**	**1.0%**	**6.1%**	**0.0%**
T	1996	86.7%	0.9%	12.3%	0.1%
	1997	88.8%	0.6%	10.6%	0.0%
	1998	89.4%	0.9%	9.7%	0.0%
	1999	91.1%	1.3%	7.6%	0.1%
	2000	92.1%	1.5%	6.3%	0.0%
	2001	91.1%	1.2%	7.7%	0.1%
	2002	90.5%	1.3%	8.1%	0.1%
	2003	95.1%	1.7%	3.2%	0.0%
	2004	97.2%	1.1%	1.7%	0.0%
	2005	97.3%	2.1%	0.6%	0.0%
	2006	93.0%	1.2%	5.8%	0.1%
T Total		**93.0%**	**1.2%**	**5.8%**	**0.1%**
Grand Total		**92.9%**	**1.1%**	**6.0%**	**0.0%**

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	1,329	7,000	19,453	27,782	4.8%
	1997	2,400	2,617	33,196	38,213	6.3%
	1998	2,246	2,711	34,437	39,394	5.7%
	1999	2,606	626	48,902	52,134	5.0%
	2000	2,957	1,466	71,937	76,360	3.9%
	2001	3,909	1,255	69,187	74,351	5.3%
	2002	1,826	4	27,854	29,684	6.2%
	2003	2,111	3,282	70,555	75,948	2.8%
	2004	919		21,656	22,575	4.1%
	2005	1,525		73,096	74,621	2.0%
	2006	1,035		13,645	14,680	7.1%
	2007			4	4	0.0%
	2008			1	1	0.0%
P Total		**22,863**	**18,961**	**483,923**	**525,747**	**4.3%**
T	1996	1,009	1,380	11,953	14,342	7.0%
	1997	1,402	879	18,546	20,827	6.7%
	1998	1,571	656	21,632	23,859	6.6%
	1999	1,720	493	29,437	31,650	5.4%
	2000	1,773	48	42,588	44,409	4.0%
	2001	2,687	3,374	36,883	42,944	6.3%
	2002	1,359	200	18,063	19,622	6.9%
	2003	1,367	7,107	50,889	59,363	2.3%
	2004	822	52	21,009	21,883	3.8%
	2005	1,610	315	65,164	67,089	2.4%
	2006	1,035	25	11,786	12,846	8.1%
T Total		**16,355**	**14,529**	**327,950**	**358,834**	**4.6%**
Grand Total		**39,218**	**33,490**	**811,873**	**884,581**	**4.4%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000014	1987		4	4	0%
	1988	1	8	9	11%
	1989	1	10	11	9%
	1990	1	6	7	14%
	1991	2	7	9	22%
	1992		15	15	0%
	1993	3	22	25	12%
	1994	2	19	21	10%
	1995	5	37	42	12%
	1996	5	27	32	16%
	1997	9	39	48	19%
	1998	5	47	52	10%
	1999	4	61	65	6%
	2000	10	88	98	10%
	2001	10	96	106	9%
	2002	10	38	48	21%
	2003	10	119	129	8%
	2004	5	51	56	9%
	2005	6	156	162	4%
	2006	2	62	64	3%
ST0000014 Total		**91**	**912**	**1003**	**9%**
ST0000020	1985	3	5	8	38%
	1986	9	31	40	23%
	1987	6	16	22	27%
	1988	10	47	57	18%
	1989	9	40	49	18%
	1990	10	51	61	16%
	1991	8	52	60	13%
	1992	12	67	79	15%
	1993	22	118	140	16%
	1994	25	170	195	13%
	1995	25	242	267	9%
	1996	46	210	256	18%
	1997	47	263	310	15%
	1998	72	280	352	20%
	1999	62	387	449	14%
	2000	73	577	650	11%
	2001	98	550	648	15%
	2002	52	313	365	14%
	2003	73	716	789	9%
	2004	30	317	347	9%
	2005	54	907	961	6%
	2006	9	275	284	3%
ST0000020 Total		**755**	**5634**	**6389**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000023	1984		2	2	0%
	1985		2	2	0%
	1986	5	16	21	24%
	1987	11	39	50	22%
	1988	11	37	48	23%
	1989	13	43	56	23%
	1990	8	46	54	15%
	1991	17	77	94	18%
	1992	16	97	113	14%
	1993	18	128	146	12%
	1994	26	173	199	13%
	1995	26	278	304	9%
	1996	45	226	271	17%
	1997	73	270	343	21%
	1998	44	318	362	12%
	1999	63	429	492	13%
	2000	76	597	673	11%
	2001	90	626	716	13%
	2002	55	227	282	20%
	2003	48	755	803	6%
	2004	20	236	256	8%
	2005	32	823	855	4%
	2006	14	102	116	12%
ST0000023 Total		**711**	**5547**	**6258**	**11%**
ST0000034	1985		1	1	0%
	1986	5	9	14	36%
	1987	4	19	23	17%
	1988	9	24	33	27%
	1989	5	33	38	13%
	1990	3	30	33	9%
	1991	5	38	43	12%
	1992	6	58	64	9%
	1993	10	96	106	9%
	1994	8	96	104	8%
	1995	14	157	171	8%
	1996	24	146	170	14%
	1997	32	194	226	14%
	1998	26	210	236	11%
	1999	27	299	326	8%
	2000	45	466	511	9%
	2001	49	494	543	9%
	2002	17	227	244	7%
	2003	38	678	716	5%
	2004	17	211	228	7%
	2005	39	748	787	5%
	2006	8	137	145	6%
ST0000034 Total		**391**	**4371**	**4762**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000036	1985	1	1	2	50%
	1986	1	3	4	25%
	1987	1	9	10	10%
	1988	1	5	6	17%
	1989	1	13	14	7%
	1990		19	19	0%
	1991	2	13	15	13%
	1992	5	19	24	21%
	1993	3	20	23	13%
	1994	2	42	44	5%
	1995	8	70	78	10%
	1996	8	68	76	11%
	1997	12	88	100	12%
	1998	11	89	100	11%
	1999	11	157	168	7%
	2000	15	245	260	6%
	2001	16	253	269	6%
	2002	10	105	115	9%
	2003	25	335	360	7%
	2004	10	160	170	6%
	2005	22	453	475	5%
	2006	13	145	158	8%
ST0000036 Total		**178**	**2312**	**2490**	**7%**
ST0000065	1986	2	4	6	33%
	1987	1	5	6	17%
	1988		11	11	0%
	1989	1	9	10	10%
	1990		8	8	0%
	1991	1	12	13	8%
	1992	2	25	27	7%
	1993	3	35	38	8%
	1994	2	27	29	7%
	1995	1	41	42	2%
	1996	6	42	48	13%
	1997	10	77	87	11%
	1998	8	74	82	10%
	1999	15	154	169	9%
	2000	23	202	225	10%
	2001	25	215	240	10%
	2002	13	97	110	12%
	2003	18	311	329	5%
	2004	8	92	100	8%
	2005	40	426	466	9%
	2006	32	239	271	12%
ST0000065 Total		**211**	**2106**	**2317**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000107	1983		1	1	0%
	1985	2	7	9	22%
	1986	7	14	21	33%
	1987	5	31	36	14%
	1988	7	31	38	18%
	1989	8	33	41	20%
	1990	6	50	56	11%
	1991	7	40	47	15%
	1992	10	80	90	11%
	1993	11	102	113	10%
	1994	13	147	160	8%
	1995	24	188	212	11%
	1996	31	158	189	16%
	1997	54	256	310	17%
	1998	43	300	343	13%
	1999	64	400	464	14%
	2000	80	514	594	13%
	2001	86	521	607	14%
	2002	27	235	262	10%
	2003	49	682	731	7%
	2004	15	216	231	6%
	2005	30	780	810	4%
	2006	14	203	217	6%
ST0000107 Total		**593**	**4989**	**5582**	**11%**
ST0000112	1985	3	5	8	38%
	1986	7	12	19	37%
	1987	9	22	31	29%
	1988	6	30	36	17%
	1989	9	35	44	20%
	1990	6	43	49	12%
	1991	5	45	50	10%
	1992	9	52	61	15%
	1993	16	92	108	15%
	1994	7	132	139	5%
	1995	13	169	182	7%
	1996	21	121	142	15%
	1997	29	205	234	12%
	1998	30	214	244	12%
	1999	39	286	325	12%
	2000	37	489	526	7%
	2001	50	470	520	10%
	2002	17	168	185	9%
	2003	29	502	531	5%
	2004	13	178	191	7%
	2005	23	537	560	4%
	2006	13	86	99	13%
ST0000112 Total		**391**	**3893**	**4284**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000120	1985		2	2	0%
	1986	1	10	11	9%
	1987	3	14	17	18%
	1988	3	17	20	15%
	1989	3	28	31	10%
	1990	9	23	32	28%
	1991	4	46	50	8%
	1992	9	40	49	18%
	1993	10	73	83	12%
	1994	12	93	105	11%
	1995	6	174	180	3%
	1996	36	137	173	21%
	1997	28	217	245	11%
	1998	44	184	228	19%
	1999	46	294	340	14%
	2000	48	418	466	10%
	2001	54	375	429	13%
	2002	32	157	189	17%
	2003	37	445	482	8%
	2004	30	191	221	14%
	2005	62	609	671	9%
	2006	44	226	270	16%
ST0000120 Total		**521**	**3773**	**4294**	**12%**
ST0000125	1985	1	3	4	25%
	1986	4	9	13	31%
	1987	3	8	11	27%
	1988	9	11	20	45%
	1989	2	19	21	10%
	1990	5	22	27	19%
	1991	3	24	27	11%
	1992	3	33	36	8%
	1993	2	37	39	5%
	1994	2	62	64	3%
	1995	5	77	82	6%
	1996	14	60	74	19%
	1997	5	86	91	5%
	1998	16	103	119	13%
	1999	16	111	127	13%
	2000	22	243	265	8%
	2001	26	220	246	11%
	2002	14	85	99	14%
	2003	28	294	322	9%
	2004	15	85	100	15%
	2005	23	359	382	6%
	2006	8	63	71	11%
ST0000125 Total		**226**	**2014**	**2240**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000129	1985	1	8	9	11%
	1986	3	22	25	12%
	1987	5	34	39	13%
	1988	10	59	69	14%
	1989	9	63	72	13%
	1990	14	60	74	19%
	1991	8	82	90	9%
	1992	12	90	102	12%
	1993	15	169	184	8%
	1994	15	203	218	7%
	1995	19	306	325	6%
	1996	44	233	277	16%
	1997	55	386	441	12%
	1998	69	403	472	15%
	1999	94	575	669	14%
	2000	117	923	1040	11%
	2001	112	853	965	12%
	2002	42	333	375	11%
	2003	74	1065	1139	6%
	2004	23	340	363	6%
	2005	50	1163	1213	4%
	2006	9	128	137	7%
ST0000129 Total		**800**	**7498**	**8298**	**10%**
ST0000132	1985		2	2	0%
	1986	1	9	10	10%
	1987	3	15	18	17%
	1988	4	15	19	21%
	1989	1	24	25	4%
	1990	2	23	25	8%
	1991	2	26	28	7%
	1992	5	30	35	14%
	1993	3	35	38	8%
	1994	6	57	63	10%
	1995	8	97	105	8%
	1996	13	82	95	14%
	1997	13	105	118	11%
	1998	12	129	141	9%
	1999	12	181	193	6%
	2000	27	313	340	8%
	2001	32	339	371	9%
	2002	12	106	118	10%
	2003	18	455	473	4%
	2004	2	124	126	2%
	2005	11	533	544	2%
	2006	9	134	143	6%
ST0000132 Total		**196**	**2834**	**3030**	**6%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000171	1985		5	5	0%
	1986	4	15	19	21%
	1987	2	22	24	8%
	1988	3	17	20	15%
	1989	1	22	23	4%
	1990	3	33	36	8%
	1991	4	39	43	9%
	1992	7	50	57	12%
	1993	7	61	68	10%
	1994	6	66	72	8%
	1995	9	128	137	7%
	1996	15	144	159	9%
	1997	20	182	202	10%
	1998	24	228	252	10%
	1999	27	337	364	7%
	2000	41	545	586	7%
	2001	46	568	614	7%
	2002	12	198	210	6%
	2003	40	797	837	5%
	2004	9	193	202	4%
	2005	19	819	838	2%
	2006	10	120	130	8%
ST0000171 Total		**309**	**4589**	**4898**	**6%**
ST0000193	1985	2	4	6	33%
	1986	9	17	26	35%
	1987	5	33	38	13%
	1988	7	46	53	13%
	1989	7	56	63	11%
	1990	10	52	62	16%
	1991	17	79	96	18%
	1992	14	104	118	12%
	1993	17	123	140	12%
	1994	16	220	236	7%
	1995	12	276	288	4%
	1996	50	225	275	18%
	1997	50	350	400	13%
	1998	51	358	409	12%
	1999	65	504	569	11%
	2000	86	808	894	10%
	2001	82	819	901	9%
	2002	36	273	309	12%
	2003	57	1044	1101	5%
	2004	28	299	327	9%
	2005	75	1184	1259	6%
	2006	49	388	437	11%
ST0000193 Total		**745**	**7262**	**8007**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000229	1985	1		1	100%
	1986		1	1	0%
	1988	1	6	7	14%
	1989		6	6	0%
	1990	2	3	5	40%
	1991	3	10	13	23%
	1992		9	9	0%
	1993	1	14	15	7%
	1994	3	20	23	13%
	1995	2	35	37	5%
	1996	9	34	43	21%
	1997	8	47	55	15%
	1998	8	52	60	13%
	1999	10	83	93	11%
	2000	5	109	114	4%
	2001	12	108	120	10%
	2002	10	55	65	15%
	2003	14	165	179	8%
	2004	8	96	104	8%
	2005	19	295	314	6%
	2006	27	172	199	14%
	2007		1	1	0%
ST0000229 Total		**143**	**1321**	**1464**	**10%**
ST0000315	1985		5	5	0%
	1986	1	10	11	9%
	1987	7	23	30	23%
	1988	13	32	45	29%
	1989	6	45	51	12%
	1990	4	55	59	7%
	1991	6	56	62	10%
	1992	14	92	106	13%
	1993	13	97	110	12%
	1994	10	129	139	7%
	1995	15	189	204	7%
	1996	45	167	212	21%
	1997	53	226	279	19%
	1998	43	214	257	17%
	1999	67	309	376	18%
	2000	76	379	455	17%
	2001	62	333	395	16%
	2002	34	147	181	19%
	2003	43	377	420	10%
	2004	12	147	159	8%
	2005	24	380	404	6%
	2006	1	22	23	4%
ST0000315 Total		**549**	**3434**	**3983**	**14%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000326	1984		1	1	0%
	1985	1	4	5	20%
	1986	8	18	26	31%
	1987	3	34	37	8%
	1988	4	42	46	9%
	1989	14	43	57	25%
	1990	16	58	74	22%
	1991	10	66	76	13%
	1992	20	113	133	15%
	1993	29	123	152	19%
	1994	28	167	195	14%
	1995	38	268	306	12%
	1996	58	253	311	19%
	1997	61	352	413	15%
	1998	75	369	444	17%
	1999	78	491	569	14%
	2000	83	762	845	10%
	2001	102	746	848	12%
	2002	41	294	335	12%
	2003	53	888	941	6%
	2004	21	252	273	8%
	2005	42	919	961	4%
	2006	14	179	193	7%
ST0000326 Total		**799**	**6442**	**7241**	**11%**
ST0000328	1985	2	6	8	25%
	1986	4	25	29	14%
	1987	8	33	41	20%
	1988	6	48	54	11%
	1989	7	60	67	10%
	1990	5	58	63	8%
	1991	6	56	62	10%
	1992	8	103	111	7%
	1993	5	127	132	4%
	1994	13	183	196	7%
	1995	12	275	287	4%
	1996	41	199	240	17%
	1997	61	312	373	16%
	1998	66	292	358	18%
	1999	66	481	547	12%
	2000	88	647	735	12%
	2001	84	575	659	13%
	2002	48	195	243	20%
	2003	65	641	706	9%
	2004	19	175	194	10%
	2005	25	622	647	4%
	2006	5	71	76	7%
ST0000328 Total		**644**	**5184**	**5828**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000329	1985		2	2	0%
	1986	1	2	3	33%
	1987	1	4	5	20%
	1988	3	4	7	43%
	1989	4	3	7	57%
	1990	2	8	10	20%
	1991	3	10	13	23%
	1992	5	25	30	17%
	1993		28	28	0%
	1994	2	23	25	8%
	1995	3	48	51	6%
	1996	9	42	51	18%
	1997	9	59	68	13%
	1998	21	80	101	21%
	1999	12	98	110	11%
	2000	25	190	215	12%
	2001	26	255	281	9%
	2002	10	92	102	10%
	2003	23	248	271	8%
	2004	5	108	113	4%
	2005	10	325	335	3%
	2006	1	47	48	2%
ST0000329 Total		**175**	**1701**	**1876**	**9%**
ST0000359	1985	3	3	6	50%
	1986	3	11	14	21%
	1987	8	23	31	26%
	1988	1	17	18	6%
	1989	4	34	38	11%
	1990	10	33	43	23%
	1991	5	37	42	12%
	1992	4	52	56	7%
	1993	9	73	82	11%
	1994	8	90	98	8%
	1995	13	148	161	8%
	1996	22	123	145	15%
	1997	31	181	212	15%
	1998	25	215	240	10%
	1999	38	276	314	12%
	2000	51	424	475	11%
	2001	50	498	548	9%
	2002	18	164	182	10%
	2003	26	523	549	5%
	2004	9	196	205	4%
	2005	26	722	748	3%
	2006	5	135	140	4%
ST0000359 Total		**369**	**3978**	**4347**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000386	1985	2	8	10	20%
	1986	10	31	41	24%
	1987	10	54	64	16%
	1988	8	76	84	10%
	1989	19	133	152	13%
	1990	9	84	93	10%
	1991	18	114	132	14%
	1992	12	167	179	7%
	1993	23	232	255	9%
	1994	21	302	323	7%
	1995	23	499	522	4%
	1996	86	380	466	18%
	1997	98	548	646	15%
	1998	89	570	659	14%
	1999	89	814	903	10%
	2000	148	1246	1394	11%
	2001	158	1173	1331	12%
	2002	48	361	409	12%
	2003	107	1541	1648	6%
	2004	29	359	388	7%
	2005	74	1561	1635	5%
	2006	32	258	290	11%
ST0000386 Total		**1113**	**10511**	**11624**	**10%**
ST0000412	1985	2	5	7	29%
	1986	8	23	31	26%
	1987	11	37	48	23%
	1988	10	40	50	20%
	1989	5	47	52	10%
	1990	5	67	72	7%
	1991	6	76	82	7%
	1992	11	68	79	14%
	1993	15	132	147	10%
	1994	12	146	158	8%
	1995	13	231	244	5%
	1996	35	183	218	16%
	1997	51	276	327	16%
	1998	51	266	317	16%
	1999	59	321	380	16%
	2000	67	479	546	12%
	2001	72	509	581	12%
	2002	28	176	204	14%
	2003	27	528	555	5%
	2004	13	181	194	7%
	2005	30	625	655	5%
	2006	4	92	96	4%
ST0000412 Total		**535**	**4508**	**5043**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000434	1984		1	1	0%
	1985	2	6	8	25%
	1986	8	18	26	31%
	1987	11	38	49	22%
	1988	8	39	47	17%
	1989	11	44	55	20%
	1990	9	54	63	14%
	1991	15	64	79	19%
	1992	11	88	99	11%
	1993	13	116	129	10%
	1994	18	194	212	8%
	1995	30	254	284	11%
	1996	48	289	337	14%
	1997	57	439	496	11%
	1998	48	448	496	10%
	1999	68	651	719	9%
	2000	108	933	1041	10%
	2001	109	1069	1178	9%
	2002	48	344	392	12%
	2003	70	1321	1391	5%
	2004	28	420	448	6%
	2005	53	1658	1711	3%
	2006	35	360	395	9%
ST0000434 Total		**808**	**8848**	**9656**	**8%**
ST0000469	1985	2	4	6	33%
	1986	1	17	18	6%
	1987	5	26	31	16%
	1988	3	26	29	10%
	1989	7	37	44	16%
	1990	6	33	39	15%
	1991	6	36	42	14%
	1992	7	43	50	14%
	1993	8	71	79	10%
	1994	10	91	101	10%
	1995	12	156	168	7%
	1996	16	173	189	8%
	1997	21	208	229	9%
	1998	25	182	207	12%
	1999	35	364	399	9%
	2000	40	481	521	8%
	2001	55	452	507	11%
	2002	19	196	215	9%
	2003	35	523	558	6%
	2004	10	193	203	5%
	2005	24	637	661	4%
	2006	18	145	163	11%
ST0000469 Total		**365**	**4094**	**4459**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000493	1985	2	2	4	50%
	1986	2	11	13	15%
	1987	2	11	13	15%
	1988	3	14	17	18%
	1989	4	28	32	13%
	1990	4	16	20	20%
	1991	3	34	37	8%
	1992	3	30	33	9%
	1993	3	50	53	6%
	1994	6	73	79	8%
	1995	7	107	114	6%
	1996	16	84	100	16%
	1997	30	150	180	17%
	1998	21	159	180	12%
	1999	28	234	262	11%
	2000	32	341	373	9%
	2001	49	344	393	12%
	2002	11	107	118	9%
	2003	32	426	458	7%
	2004	11	125	136	8%
	2005	14	461	475	3%
	2006	2	41	43	5%
ST0000493 Total		**285**	**2848**	**3133**	**9%**
ST0000516	1985	2	2	4	50%
	1986	4	26	30	13%
	1987	3	39	42	7%
	1988	8	35	43	19%
	1989	3	41	44	7%
	1990	11	44	55	20%
	1991	7	45	52	13%
	1992	7	77	84	8%
	1993	12	125	137	9%
	1994	15	126	141	11%
	1995	18	205	223	8%
	1996	36	208	244	15%
	1997	46	305	351	13%
	1998	40	296	336	12%
	1999	49	542	591	8%
	2000	80	797	877	9%
	2001	108	881	989	11%
	2002	26	253	279	9%
	2003	50	938	988	5%
	2004	10	239	249	4%
	2005	37	1059	1096	3%
	2006	6	109	115	5%
ST0000516 Total		**578**	**6392**	**6970**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000520	1985		2	2	0%
	1986	5	18	23	22%
	1987	5	24	29	17%
	1988	3	29	32	9%
	1989	6	40	46	13%
	1990	1	49	50	2%
	1991	9	54	63	14%
	1992	6	50	56	11%
	1993	8	74	82	10%
	1994	10	113	123	8%
	1995	8	136	144	6%
	1996	9	121	130	7%
	1997	13	170	183	7%
	1998	25	204	229	11%
	1999	24	307	331	7%
	2000	23	454	477	5%
	2001	44	474	518	8%
	2002	18	121	139	13%
	2003	23	566	589	4%
	2004	5	145	150	3%
	2005	11	574	585	2%
	2006	2	64	66	3%
ST0000520 Total		**258**	**3789**	**4047**	**6%**
ST0000525	1985		1	1	0%
	1986		5	5	0%
	1987	6	17	23	26%
	1988	2	16	18	11%
	1989	1	18	19	5%
	1990	3	19	22	14%
	1991	6	21	27	22%
	1992	5	29	34	15%
	1993	5	56	61	8%
	1994	9	72	81	11%
	1995	8	107	115	7%
	1996	14	86	100	14%
	1997	24	188	212	11%
	1998	27	206	233	12%
	1999	38	324	362	10%
	2000	43	432	475	9%
	2001	48	432	480	10%
	2002	24	233	257	9%
	2003	39	735	774	5%
	2004	13	206	219	6%
	2005	20	783	803	2%
	2006	10	62	72	14%
ST0000525 Total		**345**	**4048**	**4393**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000549	1984		1	1	0%
	1985	2		2	100%
	1986	3	11	14	21%
	1987		12	12	0%
	1988	4	21	25	16%
	1989	2	24	26	8%
	1990	1	33	34	3%
	1991	5	29	34	15%
	1992	3	31	34	9%
	1993	5	62	67	7%
	1994	1	75	76	1%
	1995	5	114	119	4%
	1996	13	82	95	14%
	1997	10	146	156	6%
	1998	24	153	177	14%
	1999	10	216	226	4%
	2000	34	346	380	9%
	2001	31	345	376	8%
	2002	16	125	141	11%
	2003	27	455	482	6%
	2004	8	110	118	7%
	2005	15	500	515	3%
	2006	6	61	67	9%
ST0000549 Total		**225**	**2952**	**3177**	**7%**
ST0000557	1985	1	2	3	33%
	1986	3	7	10	30%
	1987	2	21	23	9%
	1988	4	20	24	17%
	1989	1	37	38	3%
	1990	4	22	26	15%
	1991	3	32	35	9%
	1992	3	43	46	7%
	1993	8	62	70	11%
	1994	7	94	101	7%
	1995	7	114	121	6%
	1996	20	90	110	18%
	1997	20	169	189	11%
	1998	29	157	186	16%
	1999	19	236	255	7%
	2000	46	362	408	11%
	2001	29	342	371	8%
	2002	9	96	105	9%
	2003	24	391	415	6%
	2004	3	94	97	3%
	2005	6	407	413	1%
	2006	2	26	28	7%
ST0000557 Total		**250**	**2824**	**3074**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000581	1984		1	1	0%
	1985	5	11	16	31%
	1986	16	42	58	28%
	1987	17	66	83	20%
	1988	20	70	90	22%
	1989	9	82	91	10%
	1990	17	77	94	18%
	1991	14	104	118	12%
	1992	14	132	146	10%
	1993	18	202	220	8%
	1994	27	276	303	9%
	1995	26	348	374	7%
	1996	71	255	326	22%
	1997	63	433	496	13%
	1998	72	441	513	14%
	1999	93	604	697	13%
	2000	107	849	956	11%
	2001	124	828	952	13%
	2002	63	371	434	15%
	2003	70	854	924	8%
	2004	36	350	386	9%
	2005	48	937	985	5%
	2006	57	318	375	15%
ST0000581 Total		**987**	**7651**	**8638**	**11%**
ST0000616	1985		1	1	0%
	1986		7	7	0%
	1987	3	11	14	21%
	1988	7	11	18	39%
	1989	1	21	22	5%
	1990	1	26	27	4%
	1991	3	23	26	12%
	1992	8	36	44	18%
	1993	9	55	64	14%
	1994	7	66	73	10%
	1995	12	111	123	10%
	1996	24	145	169	14%
	1997	31	216	247	13%
	1998	45	253	298	15%
	1999	45	349	394	11%
	2000	51	540	591	9%
	2001	58	514	572	10%
	2002	32	209	241	13%
	2003	39	747	786	5%
	2004	17	207	224	8%
	2005	19	719	738	3%
	2006	1	87	88	1%
ST0000616 Total		**413**	**4354**	**4767**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000618	1986		5	5	0%
	1987	1	11	12	8%
	1988	2	5	7	29%
	1989	1	10	11	9%
	1990		14	14	0%
	1991	1	18	19	5%
	1992	5	23	28	18%
	1993	3	34	37	8%
	1994	3	64	67	4%
	1995	4	91	95	4%
	1996	16	98	114	14%
	1997	20	114	134	15%
	1998	22	135	157	14%
	1999	19	214	233	8%
	2000	32	312	344	9%
	2001	22	260	282	8%
	2002	14	109	123	11%
	2003	12	336	348	3%
	2004	3	102	105	3%
	2005	11	391	402	3%
	2006	2	25	27	7%
ST0000618 Total		**193**	**2371**	**2564**	**8%**
ST0000621	1985		3	3	0%
	1986	5	8	13	38%
	1987	3	14	17	18%
	1988	4	20	24	17%
	1989	9	35	44	20%
	1990	3	22	25	12%
	1991	4	35	39	10%
	1992	6	43	49	12%
	1993	10	79	89	11%
	1994	6	106	112	5%
	1995	12	144	156	8%
	1996	29	146	175	17%
	1997	32	167	199	16%
	1998	40	210	250	16%
	1999	45	250	295	15%
	2000	42	380	422	10%
	2001	62	325	387	16%
	2002	17	115	132	13%
	2003	43	395	438	10%
	2004	13	87	100	13%
	2005	12	335	347	3%
	2006	5	50	55	9%
ST0000621 Total		**402**	**2969**	**3371**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000648	1985		3	3	0%
	1986	6	6	12	50%
	1987	3	18	21	14%
	1988	4	25	29	14%
	1989	3	35	38	8%
	1990	3	31	34	9%
	1991	1	21	22	5%
	1992	7	53	60	12%
	1993	6	65	71	8%
	1994	9	89	98	9%
	1995	7	127	134	5%
	1996	23	94	117	20%
	1997	19	203	222	9%
	1998	24	197	221	11%
	1999	32	273	305	10%
	2000	35	419	454	8%
	2001	45	372	417	11%
	2002	21	110	131	16%
	2003	25	476	501	5%
	2004	3	105	108	3%
	2005	16	507	523	3%
	2006	2	35	37	5%
ST0000648 Total		**294**	**3264**	**3558**	**8%**
ST0000697	1986	1	7	8	13%
	1987		13	13	0%
	1988	4	17	21	19%
	1989	5	23	28	18%
	1990	5	31	36	14%
	1991	8	31	39	21%
	1992	5	39	44	11%
	1993	8	64	72	11%
	1994	12	93	105	11%
	1995	11	114	125	9%
	1996	31	122	153	20%
	1997	36	162	198	18%
	1998	31	153	184	17%
	1999	41	194	235	17%
	2000	41	257	298	14%
	2001	41	275	316	13%
	2002	17	123	140	12%
	2003	21	300	321	7%
	2004	8	108	116	7%
	2005	17	277	294	6%
	2006	8	35	43	19%
ST0000697 Total		**351**	**2438**	**2789**	**13%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000718	1985	1	1	2	50%
	1986	4	9	13	31%
	1987	4	24	28	14%
	1988	5	23	28	18%
	1989	9	40	49	18%
	1990	7	36	43	16%
	1991	12	40	52	23%
	1992	14	62	76	18%
	1993	18	95	113	16%
	1994	14	125	139	10%
	1995	17	150	167	10%
	1996	41	121	162	25%
	1997	49	161	210	23%
	1998	58	136	194	30%
	1999	39	212	251	16%
	2000	57	286	343	17%
	2001	63	241	304	21%
	2002	29	155	184	16%
	2003	25	290	315	8%
	2004	18	134	152	12%
	2005	18	282	300	6%
	2006		34	34	0%
	2008		1	1	0%
ST0000718 Total		**502**	**2658**	**3160**	**16%**
ST0000725	1984		1	1	0%
	1985		2	2	0%
	1986	5	20	25	20%
	1987	2	32	34	6%
	1988	5	32	37	14%
	1989	7	47	54	13%
	1990	8	53	61	13%
	1991	10	66	76	13%
	1992	11	81	92	12%
	1993	10	98	108	9%
	1994	8	137	145	6%
	1995	16	215	231	7%
	1996	41	148	189	22%
	1997	52	208	260	20%
	1998	40	204	244	16%
	1999	44	315	359	12%
	2000	38	376	414	9%
	2001	50	354	404	12%
	2002	23	147	170	14%
	2003	32	415	447	7%
	2004	11	122	133	8%
	2005	20	433	453	4%
	2006	4	43	47	9%
ST0000725 Total		**437**	**3549**	**3986**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000730	1985	1	6	7	14%
	1986	8	27	35	23%
	1987	7	42	49	14%
	1988	14	47	61	23%
	1989	11	69	80	14%
	1990	18	80	98	18%
	1991	25	127	152	16%
	1992	33	133	166	20%
	1993	34	229	263	13%
	1994	53	290	343	15%
	1995	49	375	424	12%
	1996	123	316	439	28%
	1997	133	445	578	23%
	1998	140	458	598	23%
	1999	149	628	777	19%
	2000	197	847	1044	19%
	2001	154	740	894	17%
	2002	97	382	479	20%
	2003	82	779	861	10%
	2004	40	332	372	11%
	2005	44	784	828	5%
	2006	19	182	201	9%
ST0000730 Total		**1431**	**7318**	**8749**	**16%**
ST0000776	1985	1	2	3	33%
	1986	6	27	33	18%
	1987	9	27	36	25%
	1988	7	54	61	11%
	1989	7	71	78	9%
	1990	11	61	72	15%
	1991	8	64	72	11%
	1992	12	99	111	11%
	1993	19	137	156	12%
	1994	19	196	215	9%
	1995	21	293	314	7%
	1996	42	248	290	14%
	1997	57	369	426	13%
	1998	59	371	430	14%
	1999	62	491	553	11%
	2000	96	767	863	11%
	2001	110	807	917	12%
	2002	49	278	327	15%
	2003	64	876	940	7%
	2004	29	273	302	10%
	2005	47	964	1011	5%
	2006	11	124	135	8%
ST0000776 Total		**746**	**6599**	**7345**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000779	1986	2	12	14	14%
	1987	5	20	25	20%
	1988	4	16	20	20%
	1989	5	20	25	20%
	1990	5	30	35	14%
	1991	4	25	29	14%
	1992	6	36	42	14%
	1993	5	57	62	8%
	1994	9	72	81	11%
	1995	5	113	118	4%
	1996	14	102	116	12%
	1997	26	136	162	16%
	1998	28	154	182	15%
	1999	25	214	239	10%
	2000	29	366	395	7%
	2001	40	337	377	11%
	2002	15	90	105	14%
	2003	19	355	374	5%
	2004	12	98	110	11%
	2005	22	348	370	6%
	2006	2	41	43	5%
ST0000779 Total		**282**	**2642**	**2924**	**10%**
ST0000790	1985	2	5	7	29%
	1986	5	30	35	14%
	1987	8	35	43	19%
	1988	14	42	56	25%
	1989	18	63	81	22%
	1990	7	54	61	11%
	1991	8	54	62	13%
	1992	14	93	107	13%
	1993	20	104	124	16%
	1994	15	188	203	7%
	1995	22	219	241	9%
	1996	40	194	234	17%
	1997	57	286	343	17%
	1998	65	285	350	19%
	1999	73	391	464	16%
	2000	104	675	779	13%
	2001	91	627	718	13%
	2002	38	262	300	13%
	2003	57	697	754	8%
	2004	36	271	307	12%
	2005	41	725	766	5%
	2006	18	116	134	13%
ST0000790 Total		**753**	**5416**	**6169**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000809	1985	1	3	4	25%
	1986	3	12	15	20%
	1987	3	20	23	13%
	1988	8	25	33	24%
	1989	4	34	38	11%
	1990	7	36	43	16%
	1991	5	30	35	14%
	1992	4	41	45	9%
	1993	7	63	70	10%
	1994	8	103	111	7%
	1995	8	152	160	5%
	1996	21	116	137	15%
	1997	17	169	186	9%
	1998	29	178	207	14%
	1999	30	230	260	12%
	2000	42	375	417	10%
	2001	44	356	400	11%
	2002	24	130	154	16%
	2003	22	411	433	5%
	2004	9	134	143	6%
	2005	15	399	414	4%
	2006	6	62	68	9%
ST0000809 Total		**317**	**3079**	**3396**	**9%**
ST0000825	1985	2		2	100%
	1986	4	17	21	19%
	1987	6	16	22	27%
	1988	3	26	29	10%
	1989	4	25	29	14%
	1990	1	30	31	3%
	1991	6	39	45	13%
	1992	9	57	66	14%
	1993	3	87	90	3%
	1994	11	118	129	9%
	1995	10	141	151	7%
	1996	30	169	199	15%
	1997	38	235	273	14%
	1998	31	238	269	12%
	1999	33	349	382	9%
	2000	48	574	622	8%
	2001	57	600	657	9%
	2002	19	195	214	9%
	2003	35	652	687	5%
	2004	4	182	186	2%
	2005	17	670	687	2%
	2006	1	56	57	2%
ST0000825 Total		**372**	**4476**	**4848**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000915	1985		3	3	0%
	1986	9	24	33	27%
	1987	2	36	38	5%
	1988	6	35	41	15%
	1989	7	38	45	16%
	1990	11	43	54	20%
	1991	7	44	51	14%
	1992	4	67	71	6%
	1993	8	92	100	8%
	1994	16	132	148	11%
	1995	24	182	206	12%
	1996	27	137	164	16%
	1997	35	205	240	15%
	1998	36	216	252	14%
	1999	31	287	318	10%
	2000	57	409	466	12%
	2001	53	362	415	13%
	2002	16	148	164	10%
	2003	27	455	482	6%
	2004	13	124	137	9%
	2005	20	522	542	4%
	2006	12	118	130	9%
ST0000915 Total		**421**	**3679**	**4100**	**10%**
ST0000951	1985		2	2	0%
	1986	4	9	13	31%
	1987	3	13	16	19%
	1988	2	24	26	8%
	1989	3	32	35	9%
	1990	4	27	31	13%
	1991	3	38	41	7%
	1992	9	49	58	16%
	1993	7	53	60	12%
	1994	8	88	96	8%
	1995	11	114	125	9%
	1996	20	92	112	18%
	1997	31	154	185	17%
	1998	39	153	192	20%
	1999	31	224	255	12%
	2000	30	344	374	8%
	2001	53	331	384	14%
	2002	32	229	261	12%
	2003	34	468	502	7%
	2004	24	271	295	8%
	2005	64	551	615	10%
	2006	41	558	599	7%
ST0000951 Total		**453**	**3824**	**4277**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000963	1985	3	5	8	38%
	1986	1	6	7	14%
	1987	2	17	19	11%
	1988	3	24	27	11%
	1989	4	31	35	11%
	1990	5	33	38	13%
	1991	2	30	32	6%
	1992	6	47	53	11%
	1993	13	77	90	14%
	1994	6	109	115	5%
	1995	19	162	181	10%
	1996	35	159	194	18%
	1997	50	206	256	20%
	1998	34	263	297	11%
	1999	45	358	403	11%
	2000	59	533	592	10%
	2001	77	520	597	13%
	2002	35	222	257	14%
	2003	42	698	740	6%
	2004	11	241	252	4%
	2005	32	766	798	4%
	2006	12	188	200	6%
ST0000963 Total		**496**	**4695**	**5191**	**10%**
ST0000969	1985	2	1	3	67%
	1986	6	8	14	43%
	1987	3	13	16	19%
	1988	3	16	19	16%
	1989	7	17	24	29%
	1990	1	19	20	5%
	1991	5	13	18	28%
	1992	2	34	36	6%
	1993	4	39	43	9%
	1994	8	67	75	11%
	1995	5	91	96	5%
	1996	21	76	97	22%
	1997	19	109	128	15%
	1998	28	127	155	18%
	1999	25	179	204	12%
	2000	36	218	254	14%
	2001	50	205	255	20%
	2002	18	119	137	13%
	2003	25	229	254	10%
	2004	14	79	93	15%
	2005	24	292	316	8%
	2006	4	58	62	6%
ST0000969 Total		**310**	**2009**	**2319**	**13%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000971	1985	1	3	4	25%
	1986		8	8	0%
	1987	1	12	13	8%
	1988	3	6	9	33%
	1989	1	18	19	5%
	1990	2	11	13	15%
	1991	2	19	21	10%
	1992		23	23	0%
	1993	5	40	45	11%
	1994	5	55	60	8%
	1995	4	87	91	4%
	1996	17	63	80	21%
	1997	19	115	134	14%
	1998	11	146	157	7%
	1999	18	171	189	10%
	2000	32	287	319	10%
	2001	37	264	301	12%
	2002	16	104	120	13%
	2003	28	342	370	8%
	2004	8	106	114	7%
	2005	14	397	411	3%
	2006	2	37	39	5%
ST0000971 Total		**226**	**2314**	**2540**	**9%**
ST0000972	1985	4	3	7	57%
	1986	4	20	24	17%
	1987	9	29	38	24%
	1988	10	37	47	21%
	1989	8	44	52	15%
	1990	13	62	75	17%
	1991	10	39	49	20%
	1992	16	71	87	18%
	1993	18	92	110	16%
	1994	14	152	166	8%
	1995	18	233	251	7%
	1996	42	172	214	20%
	1997	34	308	342	10%
	1998	57	279	336	17%
	1999	52	360	412	13%
	2000	70	513	583	12%
	2001	90	499	589	15%
	2002	35	242	277	13%
	2003	55	608	663	8%
	2004	24	258	282	9%
	2005	33	695	728	5%
	2006	20	273	293	7%
ST0000972 Total		636	4989	5625	11%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000986	1985	2	4	6	33%
	1986	4	14	18	22%
	1987	4	24	28	14%
	1988	3	27	30	10%
	1989	3	26	29	10%
	1990	1	31	32	3%
	1991	4	44	48	8%
	1992	5	61	66	8%
	1993	7	91	98	7%
	1994	8	116	124	6%
	1995	10	185	195	5%
	1996	20	126	146	14%
	1997	39	217	256	15%
	1998	38	198	236	16%
	1999	25	288	313	8%
	2000	45	446	491	9%
	2001	55	434	489	11%
	2002	26	181	207	13%
	2003	24	613	637	4%
	2004	13	177	190	7%
	2005	24	565	589	4%
	2006	7	127	134	5%
ST0000986 Total		**367**	**3995**	**4362**	**8%**
ST0000992	1992		3	3	0%
	1993		5	5	0%
	1994	2	7	9	22%
	1995		7	7	0%
	1996	4	9	13	31%
	1997	3	10	13	23%
	1998	2	15	17	12%
	1999		18	18	0%
	2000	4	13	17	24%
	2001	4	16	20	20%
	2002	7	12	19	37%
	2003	2	33	35	6%
	2004	4	17	21	19%
	2005	2	38	40	5%
	2006		28	28	0%
ST0000992 Total		**34**	**231**	**265**	**13%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000994	1985	3	6	9	33%
	1986	3	16	19	16%
	1987	3	31	34	9%
	1988	6	31	37	16%
	1989	6	39	45	13%
	1990	10	49	59	17%
	1991	3	51	54	6%
	1992	3	69	72	4%
	1993	11	71	82	13%
	1994	18	118	136	13%
	1995	15	181	196	8%
	1996	33	164	197	17%
	1997	33	250	283	12%
	1998	46	292	338	14%
	1999	38	369	407	9%
	2000	81	587	668	12%
	2001	87	591	678	13%
	2002	21	204	225	9%
	2003	49	657	706	7%
	2004	12	176	188	6%
	2005	22	795	817	3%
	2006	3	55	58	5%
ST0000994 Total		**506**	**4802**	**5308**	**10%**
ST0001010	1985		3	3	0%
	1986	8	10	18	44%
	1987	4	13	17	24%
	1988	3	26	29	10%
	1989	2	19	21	10%
	1990	5	27	32	16%
	1991	6	26	32	19%
	1992	9	44	53	17%
	1993	7	69	76	9%
	1994	7	54	61	11%
	1995	9	105	114	8%
	1996	15	92	107	14%
	1997	22	109	131	17%
	1998	21	119	140	15%
	1999	33	164	197	17%
	2000	28	257	285	10%
	2001	36	198	234	15%
	2002	20	83	103	19%
	2003	19	236	255	7%
	2004	5	90	95	5%
	2005	7	285	292	2%
	2006	4	26	30	13%
ST0001010 Total		**270**	**2055**	**2325**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001051	1986		6	6	0%
	1987	1	5	6	17%
	1988	2	3	5	40%
	1989	2	5	7	29%
	1990	2	11	13	15%
	1991	2	7	9	22%
	1992	2	16	18	11%
	1993	1	15	16	6%
	1994	1	26	27	4%
	1995	2	42	44	5%
	1996	6	25	31	19%
	1997	11	76	87	13%
	1998	6	61	67	9%
	1999	7	102	109	6%
	2000	9	75	84	11%
	2001	2	37	39	5%
	2002	8	39	47	17%
	2003	4	112	116	3%
	2004		27	27	0%
	2005	3	113	116	3%
	2006		15	15	0%
ST0001051 Total		**71**	**818**	**889**	**8%**
ST0001056	1985	4	11	15	27%
	1986	10	43	53	19%
	1987	9	50	59	15%
	1988	4	61	65	6%
	1989	14	79	93	15%
	1990	7	86	93	8%
	1991	6	81	87	7%
	1992	7	122	129	5%
	1993	15	168	183	8%
	1994	18	204	222	8%
	1995	27	294	321	8%
	1996	51	270	321	16%
	1997	61	430	491	12%
	1998	55	430	485	11%
	1999	89	567	656	14%
	2000	91	834	925	10%
	2001	98	864	962	10%
	2002	40	263	303	13%
	2003	59	1006	1065	6%
	2004	20	304	324	6%
	2005	41	1086	1127	4%
	2006	2	85	87	2%
ST0001056 Total		728	7338	8066	9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001095	1985	1	3	4	25%
	1986	2	16	18	11%
	1987	8	22	30	27%
	1988	6	28	34	18%
	1989	6	32	38	16%
	1990	8	51	59	14%
	1991	6	61	67	9%
	1992	13	61	74	18%
	1993	14	96	110	13%
	1994	10	146	156	6%
	1995	16	194	210	8%
	1996	43	170	213	20%
	1997	41	244	285	14%
	1998	62	257	319	19%
	1999	64	398	462	14%
	2000	93	541	634	15%
	2001	73	502	575	13%
	2002	41	184	225	18%
	2003	29	475	504	6%
	2004	12	181	193	6%
	2005	18	481	499	4%
	2006	11	89	100	11%
ST0001095 Total		**577**	**4232**	**4809**	**12%**
ST0001131	1985	1		1	100%
	1986	1		1	100%
	1987	2	1	3	67%
	1988	3	3	6	50%
	1989		3	3	0%
	1990		4	4	0%
	1991	1	9	10	10%
	1992	2	9	11	18%
	1993	1	19	20	5%
	1994	2	13	15	13%
	1995	3	35	38	8%
	1996	19	61	80	24%
	1997	15	94	109	14%
	1998	26	116	142	18%
	1999	13	146	159	8%
	2000	30	191	221	14%
	2001	34	236	270	13%
	2002	18	74	92	20%
	2003	21	236	257	8%
	2004	10	70	80	13%
	2005	8	250	258	3%
	2006	3	34	37	8%
ST0001131 Total		**213**	**1604**	**1817**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001193	1983		1	1	0%
	1985	3	6	9	33%
	1986	11	31	42	26%
	1987	7	56	63	11%
	1988	11	70	81	14%
	1989	16	85	101	16%
	1990	20	85	105	19%
	1991	23	115	138	17%
	1992	37	157	194	19%
	1993	33	185	218	15%
	1994	42	288	330	13%
	1995	51	374	425	12%
	1996	96	318	414	23%
	1997	114	424	538	21%
	1998	110	431	541	20%
	1999	114	603	717	16%
	2000	119	784	903	13%
	2001	115	678	793	15%
	2002	54	308	362	15%
	2003	68	822	890	8%
	2004	37	267	304	12%
	2005	29	737	766	4%
	2006	11	151	162	7%
ST0001193 Total		**1121**	**6976**	**8097**	**14%**
ST0001216	1983		1	1	0%
	1985	1	5	6	17%
	1986	7	22	29	24%
	1987	6	30	36	17%
	1988	4	44	48	8%
	1989	5	69	74	7%
	1990	10	79	89	11%
	1991	8	93	101	8%
	1992	15	115	130	12%
	1993	11	148	159	7%
	1994	19	228	247	8%
	1995	27	347	374	7%
	1996	57	284	341	17%
	1997	87	402	489	18%
	1998	81	480	561	14%
	1999	104	646	750	14%
	2000	146	974	1120	13%
	2001	132	942	1074	12%
	2002	72	372	444	16%
	2003	94	1111	1205	8%
	2004	35	374	409	9%
	2005	36	1122	1158	3%
	2006	7	169	176	4%
ST0001216 Total		**964**	**8057**	**9021**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001220	1984		1	1	0%
	1985	1	5	6	17%
	1986	2	5	7	29%
	1987	4	17	21	19%
	1988		17	17	0%
	1989	3	25	28	11%
	1990	6	25	31	19%
	1991	4	25	29	14%
	1992	3	41	44	7%
	1993	5	64	69	7%
	1994	8	88	96	8%
	1995	8	127	135	6%
	1996	23	132	155	15%
	1997	25	200	225	11%
	1998	33	206	239	14%
	1999	35	282	317	11%
	2000	53	445	498	11%
	2001	62	489	551	11%
	2002	25	201	226	11%
	2003	41	604	645	6%
	2004	18	207	225	8%
	2005	21	739	760	3%
	2006	2	63	65	3%
ST0001220 Total		**382**	**4008**	**4390**	**9%**
ST0001235	1986	3	12	15	20%
	1987	3	17	20	15%
	1988	4	18	22	18%
	1989	1	19	20	5%
	1990	4	27	31	13%
	1991	4	27	31	13%
	1992	4	38	42	10%
	1993	5	53	58	9%
	1994	11	86	97	11%
	1995	8	128	136	6%
	1996	23	140	163	14%
	1997	34	189	223	15%
	1998	26	249	275	9%
	1999	46	369	415	11%
	2000	48	581	629	8%
	2001	64	610	674	9%
	2002	32	317	349	9%
	2003	50	959	1009	5%
	2004	9	278	287	3%
	2005	17	951	968	2%
	2006	3	93	96	3%
ST0001235 Total		**399**	**5161**	**5560**	**7%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001253	1981		1	1	0%
	1985	2	3	5	40%
	1986	4	18	22	18%
	1987	4	22	26	15%
	1988	4	40	44	9%
	1989	9	64	73	12%
	1990	11	51	62	18%
	1991	14	71	85	16%
	1992	15	107	122	12%
	1993	23	141	164	14%
	1994	24	206	230	10%
	1995	20	284	304	7%
	1996	93	255	348	27%
	1997	81	348	429	19%
	1998	77	355	432	18%
	1999	77	469	546	14%
	2000	96	626	722	13%
	2001	116	595	711	16%
	2002	52	270	322	16%
	2003	45	633	678	7%
	2004	22	208	230	10%
	2005	26	572	598	4%
	2006	7	49	56	13%
ST0001253 Total		**822**	**5388**	**6210**	**13%**
ST0001264	1985	3	2	5	60%
	1986	6	25	31	19%
	1987	6	28	34	18%
	1988	6	47	53	11%
	1989	11	49	60	18%
	1990	6	61	67	9%
	1991	7	68	75	9%
	1992	6	92	98	6%
	1993	15	115	130	12%
	1994	9	169	178	5%
	1995	14	227	241	6%
	1996	39	187	226	17%
	1997	34	253	287	12%
	1998	45	269	314	14%
	1999	40	410	450	9%
	2000	61	583	644	9%
	2001	69	518	587	12%
	2002	19	218	237	8%
	2003	49	626	675	7%
	2004	22	208	230	10%
	2005	28	701	729	4%
	2006	20	182	202	10%
ST0001264 Total		**515**	**5038**	**5553**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001267	1985		5	5	0%
	1986	2	12	14	14%
	1987	3	17	20	15%
	1988	2	18	20	10%
	1989	2	39	41	5%
	1990	3	27	30	10%
	1991	2	31	33	6%
	1992	4	35	39	10%
	1993	5	62	67	7%
	1994	5	67	72	7%
	1995	7	98	105	7%
	1996	13	97	110	12%
	1997	25	142	167	15%
	1998	23	140	163	14%
	1999	30	189	219	14%
	2000	31	292	323	10%
	2001	30	270	300	10%
	2002	13	127	140	9%
	2003	22	348	370	6%
	2004	8	97	105	8%
	2005	15	322	337	4%
	2006	2	38	40	5%
ST0001267 Total		**247**	**2473**	**2720**	**9%**
ST0001270	1985	1		1	100%
	1986	1	9	10	10%
	1987	3	16	19	16%
	1988	4	27	31	13%
	1989	3	33	36	8%
	1990	4	29	33	12%
	1991	6	28	34	18%
	1992	9	56	65	14%
	1993	4	72	76	5%
	1994	9	88	97	9%
	1995	13	121	134	10%
	1996	27	114	141	19%
	1997	38	154	192	20%
	1998	52	158	210	25%
	1999	32	240	272	12%
	2000	48	311	359	13%
	2001	60	315	375	16%
	2002	36	107	143	25%
	2003	31	308	339	9%
	2004	16	118	134	12%
	2005	30	363	393	8%
	2006	16	88	104	15%
ST0001270 Total		**443**	**2755**	**3198**	**14%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001274	1985		4	4	0%
	1986	5	22	27	19%
	1987	6	24	30	20%
	1988	6	50	56	11%
	1989	5	39	44	11%
	1990	5	47	52	10%
	1991	4	41	45	9%
	1992	8	60	68	12%
	1993	5	98	103	5%
	1994	13	106	119	11%
	1995	14	169	183	8%
	1996	18	153	171	11%
	1997	17	216	233	7%
	1998	41	222	263	16%
	1999	49	333	382	13%
	2000	49	480	529	9%
	2001	43	484	527	8%
	2002	11	149	160	7%
	2003	29	516	545	5%
	2004	4	109	113	4%
	2005	15	525	540	3%
	2006	2	34	36	6%
ST0001274 Total		**349**	**3881**	**4230**	**8%**
ST0001284	1986	1	9	10	10%
	1987	3	18	21	14%
	1988	2	21	23	9%
	1989	4	35	39	10%
	1990	6	30	36	17%
	1991	5	28	33	15%
	1992	6	46	52	12%
	1993	4	68	72	6%
	1994	4	112	116	3%
	1995	7	155	162	4%
	1996	19	121	140	14%
	1997	23	190	213	11%
	1998	26	226	252	10%
	1999	36	324	360	10%
	2000	48	546	594	8%
	2001	43	534	577	7%
	2002	16	166	182	9%
	2003	43	661	704	6%
	2004	5	159	164	3%
	2005	27	756	783	3%
	2006		50	50	0%
	2007		1	1	0%
ST0001284 Total		**328**	**4256**	**4584**	**7%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001294	1985	1		1	100%
	1986		1	1	0%
	1987	1	5	6	17%
	1988	1	2	3	33%
	1989		4	4	0%
	1990	3	10	13	23%
	1991		7	7	0%
	1992	2	16	18	11%
	1993	1	16	17	6%
	1994	5	19	24	21%
	1995	4	34	38	11%
	1996	7	47	54	13%
	1997	5	73	78	6%
	1998	14	67	81	17%
	1999	16	106	122	13%
	2000	21	178	199	11%
	2001	24	166	190	13%
	2002	8	89	97	8%
	2003	13	287	300	4%
	2004	5	76	81	6%
	2005	13	339	352	4%
	2006		26	26	0%
ST0001294 Total		**144**	**1568**	**1712**	**8%**
ST0001297	1985	1	3	4	25%
	1986	9	15	24	38%
	1987	9	14	23	39%
	1988	8	23	31	26%
	1989	9	31	40	23%
	1990	7	36	43	16%
	1991	12	43	55	22%
	1992	17	77	94	18%
	1993	24	105	129	19%
	1994	23	150	173	13%
	1995	33	207	240	14%
	1996	91	154	245	37%
	1997	96	184	280	34%
	1998	89	172	261	34%
	1999	75	216	291	26%
	2000	73	232	305	24%
	2001	51	171	222	23%
	2002	32	116	148	22%
	2003	34	166	200	17%
	2004	5	78	83	6%
	2005	11	124	135	8%
	2006	5	16	21	24%
ST0001297 Total		**714**	**2333**	**3047**	**23%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001299	1985	1	4	5	20%
	1986	3	13	16	19%
	1987	4	12	16	25%
	1988	9	14	23	39%
	1989	7	16	23	30%
	1990	2	36	38	5%
	1991	7	19	26	27%
	1992	11	45	56	20%
	1993	10	72	82	12%
	1994	14	93	107	13%
	1995	11	123	134	8%
	1996	34	117	151	23%
	1997	45	132	177	25%
	1998	44	152	196	22%
	1999	34	194	228	15%
	2000	50	226	276	18%
	2001	50	175	225	22%
	2002	18	103	121	15%
	2003	23	168	191	12%
	2004	6	81	87	7%
	2005	6	154	160	4%
	2006	3	22	25	12%
	2007		1	1	0%
ST0001299 Total		**392**	**1972**	**2364**	**17%**
ST0001303	1985		1	1	0%
	1986	2	6	8	25%
	1987	7	5	12	58%
	1988	4	17	21	19%
	1989	6	16	22	27%
	1990	6	24	30	20%
	1991	6	23	29	21%
	1992	7	43	50	14%
	1993	5	51	56	9%
	1994	6	86	92	7%
	1995	13	109	122	11%
	1996	19	79	98	19%
	1997	39	106	145	27%
	1998	49	111	160	31%
	1999	37	142	179	21%
	2000	57	201	258	22%
	2001	48	195	243	20%
	2002	26	92	118	22%
	2003	29	202	231	13%
	2004	20	105	125	16%
	2005	20	184	204	10%
	2006	5	23	28	18%
ST0001303 Total		411	1821	2232	18%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001368	1985	1	3	4	25%
	1986	3	12	15	20%
	1987	4	18	22	18%
	1988	4	15	19	21%
	1989	2	30	32	6%
	1990	3	41	44	7%
	1991	4	33	37	11%
	1992	4	50	54	7%
	1993	6	80	86	7%
	1994	8	91	99	8%
	1995	6	142	148	4%
	1996	23	133	156	15%
	1997	33	182	215	15%
	1998	31	219	250	12%
	1999	39	364	403	10%
	2000	42	619	661	6%
	2001	64	563	627	10%
	2002	24	209	233	10%
	2003	32	732	764	4%
	2004	8	181	189	4%
	2005	13	720	733	2%
	2006	1	55	56	2%
ST0001368 Total		**355**	**4492**	**4847**	**7%**
ST0001371	1985	2	2	4	50%
	1986	3	15	18	17%
	1987	1	16	17	6%
	1988	7	34	41	17%
	1989	10	39	49	20%
	1990	4	38	42	10%
	1991	1	55	56	2%
	1992	10	65	75	13%
	1993	11	70	81	14%
	1994	10	126	136	7%
	1995	20	172	192	10%
	1996	32	146	178	18%
	1997	38	211	249	15%
	1998	27	195	222	12%
	1999	45	298	343	13%
	2000	44	470	514	9%
	2001	57	369	426	13%
	2002	20	155	175	11%
	2003	37	498	535	7%
	2004	22	144	166	13%
	2005	48	614	662	7%
	2006	49	241	290	17%
ST0001371 Total		**498**	**3973**	**4471**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001377	1985		1	1	0%
	1986	6	8	14	43%
	1987	3	14	17	18%
	1988	4	19	23	17%
	1989	5	32	37	14%
	1990	2	41	43	5%
	1991	7	39	46	15%
	1992	13	57	70	19%
	1993	14	84	98	14%
	1994	17	127	144	12%
	1995	19	166	185	10%
	1996	30	152	182	16%
	1997	41	189	230	18%
	1998	43	189	232	19%
	1999	59	255	314	19%
	2000	67	354	421	16%
	2001	58	319	377	15%
	2002	26	156	182	14%
	2003	24	327	351	7%
	2004	13	121	134	10%
	2005	14	327	341	4%
	2006	8	40	48	17%
ST0001377 Total		**473**	**3017**	**3490**	**14%**
ST0001401	1985	2	5	7	29%
	1986	8	9	17	47%
	1987	12	15	27	44%
	1988	2	30	32	6%
	1989	5	27	32	16%
	1990	11	40	51	22%
	1991	24	57	81	30%
	1992	22	85	107	21%
	1993	21	112	133	16%
	1994	25	152	177	14%
	1995	23	213	236	10%
	1996	61	134	195	31%
	1997	60	197	257	23%
	1998	61	181	242	25%
	1999	65	219	284	23%
	2000	74	293	367	20%
	2001	72	293	365	20%
	2002	40	211	251	16%
	2003	46	396	442	10%
	2004	40	398	438	9%
	2005	117	924	1041	11%
	2006	147	1405	1552	9%
ST0001401 Total		**938**	**5396**	**6334**	**15%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001423	1985	1	1	2	50%
	1986	2	7	9	22%
	1987	5	21	26	19%
	1988	6	23	29	21%
	1989	5	25	30	17%
	1990	7	29	36	19%
	1991	13	45	58	22%
	1992	18	65	83	22%
	1993	10	96	106	9%
	1994	25	127	152	16%
	1995	29	179	208	14%
	1996	69	197	266	26%
	1997	84	252	336	25%
	1998	73	229	302	24%
	1999	65	328	393	17%
	2000	81	403	484	17%
	2001	77	341	418	18%
	2002	37	210	247	15%
	2003	40	395	435	9%
	2004	29	206	235	12%
	2005	30	507	537	6%
	2006	44	375	419	11%
ST0001423 Total		**750**	**4061**	**4811**	**16%**
ST0001511	1985	1	2	3	33%
	1986	6	15	21	29%
	1987	8	35	43	19%
	1988	10	51	61	16%
	1989	7	51	58	12%
	1990	5	59	64	8%
	1991	4	49	53	8%
	1992	11	79	90	12%
	1993	13	113	126	10%
	1994	11	172	183	6%
	1995	21	208	229	9%
	1996	29	176	205	14%
	1997	37	277	314	12%
	1998	38	266	304	13%
	1999	45	401	446	10%
	2000	59	528	587	10%
	2001	59	469	528	11%
	2002	27	211	238	11%
	2003	30	597	627	5%
	2004	9	176	185	5%
	2005	23	653	676	3%
	2006	14	107	121	12%
ST0001511 Total		**467**	**4695**	**5162**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001519	1985	4	18	22	18%
	1986	12	41	53	23%
	1987	9	50	59	15%
	1988	6	72	78	8%
	1989	12	91	103	12%
	1990	13	60	73	18%
	1991	11	98	109	10%
	1992	12	109	121	10%
	1993	17	164	181	9%
	1994	23	227	250	9%
	1995	21	284	305	7%
	1996	41	246	287	14%
	1997	57	354	411	14%
	1998	51	278	329	16%
	1999	54	436	490	11%
	2000	76	608	684	11%
	2001	73	560	633	12%
	2002	30	179	209	14%
	2003	37	639	676	5%
	2004	12	211	223	5%
	2005	37	662	699	5%
	2006	10	118	128	8%
ST0001519 Total		**618**	**5505**	**6123**	**10%**
ST0001594	1984		1	1	0%
	1985	2	4	6	33%
	1986	8	20	28	29%
	1987	4	25	29	14%
	1988	8	33	41	20%
	1989	6	46	52	12%
	1990	13	50	63	21%
	1991	13	48	61	21%
	1992	19	88	107	18%
	1993	11	110	121	9%
	1994	27	146	173	16%
	1995	19	219	238	8%
	1996	31	135	166	19%
	1997	55	186	241	23%
	1998	46	193	239	19%
	1999	64	257	321	20%
	2000	63	369	432	15%
	2001	62	311	373	17%
	2002	35	164	199	18%
	2003	37	342	379	10%
	2004	17	131	148	11%
	2005	31	406	437	7%
	2006	27	132	159	17%
ST0001594 Total		**598**	**3416**	**4014**	**15%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001615	1985		2	2	0%
	1986	3	14	17	18%
	1987	3	13	16	19%
	1988	9	16	25	36%
	1989	4	24	28	14%
	1990	6	21	27	22%
	1991	7	29	36	19%
	1992	10	42	52	19%
	1993	10	64	74	14%
	1994	7	99	106	7%
	1995	19	118	137	14%
	1996	27	114	141	19%
	1997	50	158	208	24%
	1998	32	149	181	18%
	1999	45	180	225	20%
	2000	51	245	296	17%
	2001	34	214	248	14%
	2002	14	117	131	11%
	2003	26	245	271	10%
	2004	13	98	111	12%
	2005	6	304	310	2%
	2006	7	62	69	10%
ST0001615 Total		**383**	**2328**	**2711**	**14%**
ST0001646	1984	1		1	100%
	1985	4	5	9	44%
	1986	3	29	32	9%
	1987	9	30	39	23%
	1988	7	33	40	18%
	1989	11	47	58	19%
	1990	7	35	42	17%
	1991	17	50	67	25%
	1992	17	46	63	27%
	1993	16	85	101	16%
	1994	18	123	141	13%
	1995	23	166	189	12%
	1996	35	154	189	19%
	1997	39	214	253	15%
	1998	49	234	283	17%
	1999	47	338	385	12%
	2000	48	424	472	10%
	2001	55	410	465	12%
	2002	25	171	196	13%
	2003	37	485	522	7%
	2004	16	146	162	10%
	2005	25	496	521	5%
	2006	3	62	65	5%
ST0001646 Total		**512**	**3783**	**4295**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001660	1985		7	7	0%
	1986	7	13	20	35%
	1987	3	24	27	11%
	1988	11	29	40	28%
	1989	8	38	46	17%
	1990	6	49	55	11%
	1991	18	61	79	23%
	1992	16	63	79	20%
	1993	19	126	145	13%
	1994	28	145	173	16%
	1995	25	201	226	11%
	1996	41	204	245	17%
	1997	50	262	312	16%
	1998	55	319	374	15%
	1999	52	415	467	11%
	2000	72	585	657	11%
	2001	96	522	618	16%
	2002	44	318	362	12%
	2003	67	680	747	9%
	2004	31	316	347	9%
	2005	37	757	794	5%
	2006	16	185	201	8%
ST0001660 Total		**702**	**5319**	**6021**	**12%**
ST0001662	1985	2	6	8	25%
	1986	6	13	19	32%
	1987	8	22	30	27%
	1988	8	22	30	27%
	1989	9	41	50	18%
	1990	16	45	61	26%
	1991	11	36	47	23%
	1992	13	64	77	17%
	1993	14	94	108	13%
	1994	15	150	165	9%
	1995	20	185	205	10%
	1996	31	166	197	16%
	1997	46	221	267	17%
	1998	40	230	270	15%
	1999	33	304	337	10%
	2000	42	466	508	8%
	2001	62	401	463	13%
	2002	27	189	216	13%
	2003	31	486	517	6%
	2004	12	169	181	7%
	2005	26	535	561	5%
	2006	10	120	130	8%
ST0001662 Total		**482**	**3965**	**4447**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001679	1985	2	5	7	29%
	1986	7	28	35	20%
	1987	13	53	66	20%
	1988	9	61	70	13%
	1989	15	47	62	24%
	1990	7	80	87	8%
	1991	10	65	75	13%
	1992	15	93	108	14%
	1993	19	170	189	10%
	1994	37	251	288	13%
	1995	44	290	334	13%
	1996	62	229	291	21%
	1997	68	352	420	16%
	1998	55	359	414	13%
	1999	72	493	565	13%
	2000	61	642	703	9%
	2001	94	638	732	13%
	2002	47	235	282	17%
	2003	48	719	767	6%
	2004	15	209	224	7%
	2005	29	714	743	4%
	2006	2	62	64	3%
ST0001679 Total		**731**	**5795**	**6526**	**11%**
ST0001704	1984	1		1	100%
	1985	4	10	14	29%
	1986	16	18	34	47%
	1987	9	36	45	20%
	1988	7	34	41	17%
	1989	4	57	61	7%
	1990	11	56	67	16%
	1991	12	76	88	14%
	1992	12	74	86	14%
	1993	19	113	132	14%
	1994	15	161	176	9%
	1995	14	223	237	6%
	1996	33	164	197	17%
	1997	39	228	267	15%
	1998	43	261	304	14%
	1999	33	310	343	10%
	2000	61	419	480	13%
	2001	62	419	481	13%
	2002	26	140	166	16%
	2003	39	451	490	8%
	2004	14	135	149	9%
	2005	17	493	510	3%
	2006	2	41	43	5%
ST0001704 Total		**493**	**3919**	**4412**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001725	1985	1	3	4	25%
	1986	4	28	32	13%
	1987	2	28	30	7%
	1988	4	34	38	11%
	1989	8	52	60	13%
	1990	1	47	48	2%
	1991	4	43	47	9%
	1992	6	55	61	10%
	1993	5	91	96	5%
	1994	5	124	129	4%
	1995	7	186	193	4%
	1996	23	171	194	12%
	1997	34	215	249	14%
	1998	28	261	289	10%
	1999	39	353	392	10%
	2000	55	479	534	10%
	2001	62	485	547	11%
	2002	28	165	193	15%
	2003	34	569	603	6%
	2004	8	150	158	5%
	2005	14	546	560	3%
	2006	2	19	21	10%
ST0001725 Total		**374**	**4104**	**4478**	**8%**
ST0001730	1985		2	2	0%
	1986	1	2	3	33%
	1987		2	2	0%
	1988	4	4	8	50%
	1989	1		1	100%
	1990	3	8	11	27%
	1991		7	7	0%
	1992	1	11	12	8%
	1993	3	15	18	17%
	1994	3	17	20	15%
	1995	1	19	20	5%
	1996	4	20	24	17%
	1997	8	31	39	21%
	1998	5	22	27	19%
	1999	4	48	52	8%
	2000	12	71	83	14%
	2001	17	117	134	13%
	2002	3	31	34	9%
	2003	9	96	105	9%
	2004	1	26	27	4%
	2005	3	112	115	3%
	2006		12	12	0%
ST0001730 Total		**83**	**673**	**756**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001750	1985		2	2	0%
	1986	3		3	100%
	1987		2	2	0%
	1988	2	7	9	22%
	1989	1	10	11	9%
	1990	4	9	13	31%
	1991	2	13	15	13%
	1992	1	16	17	6%
	1993	2	31	33	6%
	1994	6	29	35	17%
	1995	3	27	30	10%
	1996	18	31	49	37%
	1997	11	61	72	15%
	1998	15	54	69	22%
	1999	11	56	67	16%
	2000	16	96	112	14%
	2001	25	80	105	24%
	2002	11	38	49	22%
	2003	15	102	117	13%
	2004	8	62	70	11%
	2005	7	142	149	5%
	2006		27	27	0%
ST0001750 Total		**161**	**895**	**1056**	**15%**
ST0001767	1985	4	4	8	50%
	1986	4	12	16	25%
	1987	5	15	20	25%
	1988	7	32	39	18%
	1989	9	42	51	18%
	1990	7	53	60	12%
	1991	8	57	65	12%
	1992	19	102	121	16%
	1993	18	152	170	11%
	1994	23	194	217	11%
	1995	23	268	291	8%
	1996	60	247	307	20%
	1997	81	313	394	21%
	1998	86	365	451	19%
	1999	83	509	592	14%
	2000	104	682	786	13%
	2001	108	599	707	15%
	2002	61	335	396	15%
	2003	71	840	911	8%
	2004	26	328	354	7%
	2005	36	884	920	4%
	2006	5	156	161	3%
ST0001767 Total		**848**	**6189**	**7037**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001790	1985	1	2	3	33%
	1986	1	2	3	33%
	1987	3	12	15	20%
	1988	3	8	11	27%
	1989	2	11	13	15%
	1990	3	9	12	25%
	1991	1	13	14	7%
	1992	5	16	21	24%
	1993	4	27	31	13%
	1994	6	36	42	14%
	1995	5	55	60	8%
	1996	23	96	119	19%
	1997	17	180	197	9%
	1998	42	189	231	18%
	1999	31	245	276	11%
	2000	54	367	421	13%
	2001	45	334	379	12%
	2002	19	152	171	11%
	2003	30	404	434	7%
	2004	11	145	156	7%
	2005	15	483	498	3%
	2006	5	49	54	9%
ST0001790 Total		**326**	**2835**	**3161**	**10%**
ST0001797	1984	1		1	100%
	1985		2	2	0%
	1986	1	9	10	10%
	1987	2	12	14	14%
	1988	1	17	18	6%
	1989	1	19	20	5%
	1990	3	10	13	23%
	1991	1	19	20	5%
	1992	6	28	34	18%
	1993	4	39	43	9%
	1994	2	48	50	4%
	1995	4	71	75	5%
	1996	13	74	87	15%
	1997	15	79	94	16%
	1998	18	91	109	17%
	1999	13	128	141	9%
	2000	26	211	237	11%
	2001	18	181	199	9%
	2002	10	69	79	13%
	2003	12	180	192	6%
	2004	1	60	61	2%
	2005	6	150	156	4%
	2006		11	11	0%
ST0001797 Total		**158**	**1508**	**1666**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001799	1985	2	7	9	22%
	1986	7	23	30	23%
	1987	5	23	28	18%
	1988	7	35	42	17%
	1989	7	37	44	16%
	1990	4	48	52	8%
	1991		55	55	0%
	1992	7	61	68	10%
	1993	12	79	91	13%
	1994	12	120	132	9%
	1995	14	199	213	7%
	1996	25	134	159	16%
	1997	27	208	235	11%
	1998	24	198	222	11%
	1999	23	281	304	8%
	2000	48	425	473	10%
	2001	62	430	492	13%
	2002	24	167	191	13%
	2003	38	513	551	7%
	2004	9	137	146	6%
	2005	21	482	503	4%
	2006	7	70	77	9%
ST0001799 Total		**385**	**3732**	**4117**	**9%**
ST0001805	1984		1	1	0%
	1985	3	11	14	21%
	1986	14	34	48	29%
	1987	15	51	66	23%
	1988	17	85	102	17%
	1989	21	83	104	20%
	1990	20	77	97	21%
	1991	17	85	102	17%
	1992	25	117	142	18%
	1993	27	214	241	11%
	1994	28	268	296	9%
	1995	34	375	409	8%
	1996	95	311	406	23%
	1997	104	538	642	16%
	1998	101	478	579	17%
	1999	93	537	630	15%
	2000	126	839	965	13%
	2001	149	749	898	17%
	2002	64	349	413	15%
	2003	105	885	990	11%
	2004	27	306	333	8%
	2005	61	894	955	6%
	2006	6	105	111	5%
ST0001805 Total		**1152**	**7392**	**8544**	**13%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001825	1985	2	8	10	20%
	1986	8	28	36	22%
	1987	7	45	52	13%
	1988	18	80	98	18%
	1989	13	68	81	16%
	1990	9	54	63	14%
	1991	15	71	86	17%
	1992	15	110	125	12%
	1993	19	144	163	12%
	1994	26	223	249	10%
	1995	23	302	325	7%
	1996	47	227	274	17%
	1997	61	317	378	16%
	1998	55	352	407	14%
	1999	62	429	491	13%
	2000	81	664	745	11%
	2001	86	590	676	13%
	2002	51	230	281	18%
	2003	67	756	823	8%
	2004	17	251	268	6%
	2005	28	773	801	3%
	2006	2	68	70	3%
ST0001825 Total		**712**	**5790**	**6502**	**11%**
ST0001876	1985	3	11	14	21%
	1986	16	31	47	34%
	1987	9	65	74	12%
	1988	15	80	95	16%
	1989	22	108	130	17%
	1990	18	109	127	14%
	1991	17	136	153	11%
	1992	14	147	161	9%
	1993	21	220	241	9%
	1994	26	270	296	9%
	1995	23	385	408	6%
	1996	67	331	398	17%
	1997	101	498	599	17%
	1998	88	540	628	14%
	1999	89	652	741	12%
	2000	127	1050	1177	11%
	2001	129	990	1119	12%
	2002	49	302	351	14%
	2003	57	1131	1188	5%
	2004	18	296	314	6%
	2005	28	1076	1104	3%
	2006	10	109	119	8%
ST0001876 Total		**947**	**8537**	**9484**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001889	1985	2	2	4	50%
	1986	7	27	34	21%
	1987	10	29	39	26%
	1988	6	40	46	13%
	1989	13	43	56	23%
	1990	9	43	52	17%
	1991	9	50	59	15%
	1992	8	71	79	10%
	1993	17	127	144	12%
	1994	19	170	189	10%
	1995	14	199	213	7%
	1996	30	188	218	14%
	1997	38	250	288	13%
	1998	50	285	335	15%
	1999	49	360	409	12%
	2000	46	573	619	7%
	2001	72	575	647	11%
	2002	30	319	349	9%
	2003	50	783	833	6%
	2004	20	375	395	5%
	2005	31	779	810	4%
	2006	11	235	246	4%
ST0001889 Total		**541**	**5523**	**6064**	**9%**
ST0001896	1985	1		1	100%
	1986	5	10	15	33%
	1987	3	20	23	13%
	1988	3	30	33	9%
	1989	1	34	35	3%
	1990	4	41	45	9%
	1991	4	46	50	8%
	1992	8	45	53	15%
	1993	6	70	76	8%
	1994	10	104	114	9%
	1995	10	139	149	7%
	1996	15	134	149	10%
	1997	27	191	218	12%
	1998	23	185	208	11%
	1999	28	295	323	9%
	2000	34	431	465	7%
	2001	45	424	469	10%
	2002	18	135	153	12%
	2003	33	462	495	7%
	2004	12	164	176	7%
	2005	15	561	576	3%
	2006	19	149	168	11%
ST0001896 Total		**324**	**3670**	**3994**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001944	1984		1	1	0%
	1985	2	7	9	22%
	1986	9	27	36	25%
	1987	7	40	47	15%
	1988	7	37	44	16%
	1989	11	48	59	19%
	1990	11	46	57	19%
	1991	7	54	61	11%
	1992	10	90	100	10%
	1993	12	107	119	10%
	1994	12	150	162	7%
	1995	14	245	259	5%
	1996	44	215	259	17%
	1997	54	331	385	14%
	1998	46	366	412	11%
	1999	70	539	609	11%
	2000	82	824	906	9%
	2001	99	768	867	11%
	2002	43	314	357	12%
	2003	65	906	971	7%
	2004	27	289	316	9%
	2005	28	1034	1062	3%
	2006	14	142	156	9%
ST0001944 Total		**674**	**6580**	**7254**	**9%**
ST0001969	1985		1	1	0%
	1986		6	6	0%
	1987	3	10	13	23%
	1988		22	22	0%
	1989	3	18	21	14%
	1990	2	13	15	13%
	1991	1	19	20	5%
	1992	6	37	43	14%
	1993	5	42	47	11%
	1994	5	57	62	8%
	1995	4	94	98	4%
	1996	21	117	138	15%
	1997	18	168	186	10%
	1998	18	180	198	9%
	1999	28	261	289	10%
	2000	33	421	454	7%
	2001	56	399	455	12%
	2002	23	144	167	14%
	2003	41	529	570	7%
	2004	7	151	158	4%
	2005	20	539	559	4%
	2006	4	83	87	5%
ST0001969 Total		**298**	**3311**	**3609**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0001970	1985	1	2	3	33%
	1986	3	26	29	10%
	1987	9	22	31	29%
	1988	6	28	34	18%
	1989	5	34	39	13%
	1990	4	36	40	10%
	1991	6	51	57	11%
	1992	9	52	61	15%
	1993	9	79	88	10%
	1994	11	132	143	8%
	1995	11	183	194	6%
	1996	27	172	199	14%
	1997	34	257	291	12%
	1998	31	327	358	9%
	1999	37	415	452	8%
	2000	52	609	661	8%
	2001	57	588	645	9%
	2002	24	217	241	10%
	2003	59	800	859	7%
	2004	9	191	200	5%
	2005	24	846	870	3%
	2006	9	100	109	8%
ST0001970 Total		**437**	**5167**	**5604**	**8%**
ST0002018	1985	2	6	8	25%
	1986	2	22	24	8%
	1987	2	30	32	6%
	1988	2	16	18	11%
	1989	2	27	29	7%
	1990	2	32	34	6%
	1991	4	28	32	13%
	1992	5	44	49	10%
	1993	3	50	53	6%
	1994	5	70	75	7%
	1995	6	115	121	5%
	1996	14	107	121	12%
	1997	22	144	166	13%
	1998	18	148	166	11%
	1999	22	222	244	9%
	2000	33	270	303	11%
	2001	40	282	322	12%
	2002	16	97	113	14%
	2003	23	351	374	6%
	2004	3	89	92	3%
	2005	7	334	341	2%
	2006		27	27	0%
ST0002018 Total		**233**	**2511**	**2744**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002020	1986		3	3	0%
	1987	1	6	7	14%
	1988	1	5	6	17%
	1989	1	7	8	13%
	1990		12	12	0%
	1991	1	13	14	7%
	1992	2	14	16	13%
	1993	1	27	28	4%
	1994	6	41	47	13%
	1995	2	45	47	4%
	1996	7	36	43	16%
	1997	2	70	72	3%
	1998	5	80	85	6%
	1999	8	133	141	6%
	2000	13	186	199	7%
	2001	19	225	244	8%
	2002	10	123	133	8%
	2003	24	340	364	7%
	2004	9	130	139	6%
	2005	16	477	493	3%
	2006	7	103	110	6%
ST0002020 Total		**135**	**2076**	**2211**	**6%**
ST0002026	1985	3	1	4	75%
	1986	1	20	21	5%
	1987	7	30	37	19%
	1988	4	29	33	12%
	1989	3	21	24	13%
	1990	3	20	23	13%
	1991	5	30	35	14%
	1992	2	50	52	4%
	1993	7	70	77	9%
	1994	13	103	116	11%
	1995	9	137	146	6%
	1996	32	107	139	23%
	1997	25	137	162	15%
	1998	24	138	162	15%
	1999	32	192	224	14%
	2000	28	282	310	9%
	2001	33	267	300	11%
	2002	15	86	101	15%
	2003	27	321	348	8%
	2004	4	96	100	4%
	2005	12	343	355	3%
	2006	2	46	48	4%
ST0002026 Total		**291**	**2526**	**2817**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002060	1985	1	5	6	17%
	1986	7	13	20	35%
	1987	9	25	34	26%
	1988	7	33	40	18%
	1989	12	39	51	24%
	1990	6	42	48	13%
	1991	8	39	47	17%
	1992	15	54	69	22%
	1993	21	83	104	20%
	1994	19	112	131	15%
	1995	20	151	171	12%
	1996	27	161	188	14%
	1997	33	184	217	15%
	1998	37	222	259	14%
	1999	45	338	383	12%
	2000	70	524	594	12%
	2001	73	473	546	13%
	2002	27	180	207	13%
	2003	43	584	627	7%
	2004	13	136	149	9%
	2005	20	572	592	3%
	2006		32	32	0%
ST0002060 Total		**513**	**4002**	**4515**	**11%**
ST0002120	1985		1	1	0%
	1986	2	7	9	22%
	1987	1	9	10	10%
	1988	2	14	16	13%
	1989	3	17	20	15%
	1990	8	19	27	30%
	1991	4	14	18	22%
	1992	4	26	30	13%
	1993	4	33	37	11%
	1994	3	35	38	8%
	1995	6	51	57	11%
	1996	10	61	71	14%
	1997	15	92	107	14%
	1998	13	103	116	11%
	1999	14	153	167	8%
	2000	27	242	269	10%
	2001	28	288	316	9%
	2002	8	85	93	9%
	2003	20	354	374	5%
	2004	6	120	126	5%
	2005	16	396	412	4%
	2006	2	39	41	5%
ST0002120 Total		**196**	**2159**	**2355**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002133	1985	1	2	3	33%
	1986		6	6	0%
	1987	1	10	11	9%
	1988	2	13	15	13%
	1989	6	22	28	21%
	1990	6	30	36	17%
	1991	1	30	31	3%
	1992	7	43	50	14%
	1993	4	71	75	5%
	1994	12	82	94	13%
	1995	3	107	110	3%
	1996	24	119	143	17%
	1997	35	154	189	19%
	1998	29	192	221	13%
	1999	46	302	348	13%
	2000	65	421	486	13%
	2001	65	421	486	13%
	2002	21	179	200	11%
	2003	39	574	613	6%
	2004	13	150	163	8%
	2005	38	521	559	7%
	2006	14	94	108	13%
ST0002133 Total		**432**	**3543**	**3975**	**11%**
ST0002141	1985		1	1	0%
	1986	3	5	8	38%
	1987	3	7	10	30%
	1988	1	5	6	17%
	1989	2	8	10	20%
	1990	2	13	15	13%
	1991		15	15	0%
	1992	2	19	21	10%
	1993	7	37	44	16%
	1994	5	47	52	10%
	1995	7	73	80	9%
	1996	10	62	72	14%
	1997	6	73	79	8%
	1998	14	104	118	12%
	1999	19	156	175	11%
	2000	22	218	240	9%
	2001	29	217	246	12%
	2002	8	103	111	7%
	2003	20	336	356	6%
	2004	7	127	134	5%
	2005	14	333	347	4%
	2006	2	35	37	5%
ST0002141 Total		**183**	**1994**	**2177**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002143	1986	2	1	3	67%
	1987		2	2	0%
	1988	1		1	100%
	1989		4	4	0%
	1990		1	1	0%
	1991		1	1	0%
	1992	2	3	5	40%
	1993	3	5	8	38%
	1994		8	8	0%
	1995	1	7	8	13%
	1996	1	8	9	11%
	1997	5	14	19	26%
	1998	2	15	17	12%
	1999	3	22	25	12%
	2000	1	22	23	4%
	2001	3	8	11	27%
	2002	4	8	12	33%
	2003		28	28	0%
	2004		3	3	0%
	2005		27	27	0%
	2006		1	1	0%
ST0002143 Total		**28**	**188**	**216**	**13%**
ST0002149	1985	2	4	6	33%
	1986	4	13	17	24%
	1987	5	14	19	26%
	1988	4	18	22	18%
	1989	2	24	26	8%
	1990	6	25	31	19%
	1991	6	38	44	14%
	1992	8	48	56	14%
	1993	5	57	62	8%
	1994	8	85	93	9%
	1995	9	116	125	7%
	1996	15	69	84	18%
	1997	28	135	163	17%
	1998	22	124	146	15%
	1999	41	171	212	19%
	2000	50	289	339	15%
	2001	45	280	325	14%
	2002	15	119	134	11%
	2003	26	314	340	8%
	2004	13	127	140	9%
	2005	19	312	331	6%
	2006	19	134	153	12%
ST0002149 Total		**352**	**2516**	**2868**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002153	1985	1	2	3	33%
	1986	5	17	22	23%
	1987	8	34	42	19%
	1988	7	38	45	16%
	1989	5	48	53	9%
	1990	5	45	50	10%
	1991	7	64	71	10%
	1992	5	69	74	7%
	1993	8	98	106	8%
	1994	7	118	125	6%
	1995	1	203	204	0%
	1996	18	145	163	11%
	1997	31	223	254	12%
	1998	33	238	271	12%
	1999	30	375	405	7%
	2000	57	528	585	10%
	2001	52	501	553	9%
	2002	21	166	187	11%
	2003	49	634	683	7%
	2004	10	164	174	6%
	2005	18	585	603	3%
	2006	2	41	43	5%
ST0002153 Total		**380**	**4336**	**4716**	**8%**
ST0002178	1984	1		1	100%
	1985	2	5	7	29%
	1986	2	15	17	12%
	1987	4	20	24	17%
	1988		16	16	0%
	1989	4	33	37	11%
	1990	6	23	29	21%
	1991	8	40	48	17%
	1992	6	47	53	11%
	1993	4	75	79	5%
	1994	6	98	104	6%
	1995	9	112	121	7%
	1996	15	100	115	13%
	1997	23	144	167	14%
	1998	28	159	187	15%
	1999	43	216	259	17%
	2000	43	362	405	11%
	2001	33	347	380	9%
	2002	18	140	158	11%
	2003	25	390	415	6%
	2004	12	116	128	9%
	2005	13	414	427	3%
	2006	2	35	37	5%
ST0002178 Total		**307**	**2907**	**3214**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002181	1984		1	1	0%
	1985	1	5	6	17%
	1986	6	26	32	19%
	1987	10	41	51	20%
	1988	9	45	54	17%
	1989	12	43	55	22%
	1990	13	64	77	17%
	1991	10	80	90	11%
	1992	12	93	105	11%
	1993	12	130	142	8%
	1994	17	190	207	8%
	1995	12	275	287	4%
	1996	36	261	297	12%
	1997	58	401	459	13%
	1998	62	436	498	12%
	1999	83	645	728	11%
	2000	106	932	1038	10%
	2001	105	900	1005	10%
	2002	38	316	354	11%
	2003	63	1183	1246	5%
	2004	25	324	349	7%
	2005	28	1124	1152	2%
	2006	12	117	129	9%
ST0002181 Total		**730**	**7632**	**8362**	**9%**
ST0002233	1985	2	4	6	33%
	1986	10	31	41	24%
	1987	9	39	48	19%
	1988	6	61	67	9%
	1989	11	52	63	17%
	1990	14	70	84	17%
	1991	24	92	116	21%
	1992	18	99	117	15%
	1993	17	153	170	10%
	1994	23	200	223	10%
	1995	31	280	311	10%
	1996	62	229	291	21%
	1997	73	331	404	18%
	1998	80	324	404	20%
	1999	94	432	526	18%
	2000	101	650	751	13%
	2001	112	615	727	15%
	2002	71	276	347	20%
	2003	66	646	712	9%
	2004	28	229	257	11%
	2005	43	588	631	7%
	2006	12	149	161	7%
ST0002233 Total		**907**	**5550**	**6457**	**14%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002267	1985		1	1	0%
	1986	2	5	7	29%
	1987	1	6	7	14%
	1988	1	19	20	5%
	1989	1	17	18	6%
	1990	1	7	8	13%
	1991	1	25	26	4%
	1992	1	24	25	4%
	1993	3	41	44	7%
	1994	4	46	50	8%
	1995	2	62	64	3%
	1996	6	69	75	8%
	1997	8	88	96	8%
	1998	8	91	99	8%
	1999	13	115	128	10%
	2000	14	189	203	7%
	2001	14	176	190	7%
	2002	10	57	67	15%
	2003	16	292	308	5%
	2004	7	93	100	7%
	2005	19	309	328	6%
	2006	12	74	86	14%
ST0002267 Total		**144**	**1806**	**1950**	**7%**
ST0002280	1986		7	7	0%
	1987	3	10	13	23%
	1988	2	8	10	20%
	1989	1	10	11	9%
	1990	1	13	14	7%
	1991		15	15	0%
	1992		21	21	0%
	1993	2	39	41	5%
	1994	2	48	50	4%
	1995	5	68	73	7%
	1996	6	66	72	8%
	1997	13	88	101	13%
	1998	14	91	105	13%
	1999	14	104	118	12%
	2000	23	178	201	11%
	2001	32	179	211	15%
	2002	7	70	77	9%
	2003	21	259	280	8%
	2004	4	79	83	5%
	2005	12	316	328	4%
	2006		15	15	0%
ST0002280 Total		**162**	**1684**	**1846**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002304	1985		3	3	0%
	1986	6	18	24	25%
	1987	7	33	40	18%
	1988	10	39	49	20%
	1989	6	48	54	11%
	1990	5	50	55	9%
	1991	10	67	77	13%
	1992	9	75	84	11%
	1993	17	86	103	17%
	1994	14	136	150	9%
	1995	12	219	231	5%
	1996	28	176	204	14%
	1997	37	254	291	13%
	1998	41	275	316	13%
	1999	49	338	387	13%
	2000	48	592	640	8%
	2001	84	541	625	13%
	2002	34	188	222	15%
	2003	43	603	646	7%
	2004	15	182	197	8%
	2005	17	545	562	3%
	2006	2	67	69	3%
ST0002304 Total		**494**	**4535**	**5029**	**10%**
ST0002318	1985		1	1	0%
	1986	1	5	6	17%
	1987	1	15	16	6%
	1988	2	11	13	15%
	1989		15	15	0%
	1990	4	13	17	24%
	1991	6	14	20	30%
	1992	5	30	35	14%
	1993	6	44	50	12%
	1994	6	27	33	18%
	1995	5	77	82	6%
	1996	7	46	53	13%
	1997	9	69	78	12%
	1998	11	67	78	14%
	1999	15	78	93	16%
	2000	13	90	103	13%
	2001	18	90	108	17%
	2002	3	39	42	7%
	2003	10	92	102	10%
	2004	1	31	32	3%
	2005	6	97	103	6%
	2006		8	8	0%
ST0002318 Total		**129**	**959**	**1088**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002330	1983		1	1	0%
	1985	1	3	4	25%
	1986	13	15	28	46%
	1987	6	23	29	21%
	1988	4	30	34	12%
	1989	1	30	31	3%
	1990	6	35	41	15%
	1991	2	36	38	5%
	1992	9	48	57	16%
	1993	6	73	79	8%
	1994	13	88	101	13%
	1995	13	138	151	9%
	1996	20	106	126	16%
	1997	27	137	164	16%
	1998	29	159	188	15%
	1999	35	237	272	13%
	2000	45	346	391	12%
	2001	53	345	398	13%
	2002	23	122	145	16%
	2003	37	426	463	8%
	2004	8	133	141	6%
	2005	21	455	476	4%
	2006		35	35	0%
ST0002330 Total		**372**	**3021**	**3393**	**11%**
ST0002340	1986		3	3	0%
	1987		1	1	0%
	1988	1	4	5	20%
	1989		6	6	0%
	1990	1	5	6	17%
	1991		3	3	0%
	1992	2	6	8	25%
	1993	1	9	10	10%
	1994	1	12	13	8%
	1995	2	21	23	9%
	1996	8	43	51	16%
	1997	6	48	54	11%
	1998	8	60	68	12%
	1999	7	83	90	8%
	2000	17	131	148	11%
	2001	14	144	158	9%
	2002	6	70	76	8%
	2003	15	187	202	7%
	2004	14	100	114	12%
	2005	18	268	286	6%
	2006	18	163	181	10%
	2008	1		1	100%
ST0002340 Total		**140**	**1367**	**1507**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002358	1985		4	4	0%
	1986	3	7	10	30%
	1987	7	14	21	33%
	1988	3	17	20	15%
	1989		20	20	0%
	1990	6	25	31	19%
	1991	3	24	27	11%
	1992	2	36	38	5%
	1993	6	57	63	10%
	1994	5	70	75	7%
	1995	10	79	89	11%
	1996	16	75	91	18%
	1997	29	103	132	22%
	1998	23	120	143	16%
	1999	38	175	213	18%
	2000	31	274	305	10%
	2001	32	268	300	11%
	2002	14	137	151	9%
	2003	26	371	397	7%
	2004	7	110	117	6%
	2005	11	381	392	3%
	2006	1	27	28	4%
ST0002358 Total		**273**	**2394**	**2667**	**10%**
ST0002365	1985	1	5	6	17%
	1986	7	12	19	37%
	1987	3	15	18	17%
	1988	3	19	22	14%
	1989	6	41	47	13%
	1990	4	33	37	11%
	1991	8	39	47	17%
	1992	9	46	55	16%
	1993	3	87	90	3%
	1994	10	99	109	9%
	1995	10	128	138	7%
	1996	17	105	122	14%
	1997	40	157	197	20%
	1998	21	187	208	10%
	1999	31	249	280	11%
	2000	50	378	428	12%
	2001	54	311	365	15%
	2002	26	131	157	17%
	2003	44	407	451	10%
	2004	8	125	133	6%
	2005	26	408	434	6%
	2006	1	24	25	4%
ST0002365 Total		**382**	**3006**	**3388**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002373	1984		1	1	0%
	1985		9	9	0%
	1986	4	30	34	12%
	1987	6	47	53	11%
	1988	9	63	72	13%
	1989	10	71	81	12%
	1990	13	54	67	19%
	1991	10	59	69	14%
	1992	6	104	110	5%
	1993	10	128	138	7%
	1994	12	172	184	7%
	1995	15	292	307	5%
	1996	36	235	271	13%
	1997	51	327	378	13%
	1998	41	315	356	12%
	1999	48	476	524	9%
	2000	71	683	754	9%
	2001	97	652	749	13%
	2002	25	233	258	10%
	2003	54	826	880	6%
	2004	17	222	239	7%
	2005	27	784	811	3%
	2006	9	57	66	14%
ST0002373 Total		**571**	**5840**	**6411**	**9%**
ST0002380	1986	1	14	15	7%
	1987	5	21	26	19%
	1988	8	32	40	20%
	1989	2	28	30	7%
	1990	6	29	35	17%
	1991	5	35	40	13%
	1992	5	40	45	11%
	1993	2	51	53	4%
	1994	7	85	92	8%
	1995	6	124	130	5%
	1996	19	97	116	16%
	1997	26	169	195	13%
	1998	22	125	147	15%
	1999	32	172	204	16%
	2000	34	297	331	10%
	2001	41	296	337	12%
	2002	14	100	114	12%
	2003	24	377	401	6%
	2004	4	87	91	4%
	2005	11	390	401	3%
	2006		25	25	0%
ST0002380 Total		**274**	**2594**	**2868**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002419	1985		1	1	0%
	1986	6	6	12	50%
	1987	7	21	28	25%
	1988	7	24	31	23%
	1989	3	34	37	8%
	1990	3	31	34	9%
	1991	8	40	48	17%
	1992	5	43	48	10%
	1993	6	79	85	7%
	1994	11	100	111	10%
	1995	6	146	152	4%
	1996	27	117	144	19%
	1997	23	172	195	12%
	1998	23	187	210	11%
	1999	28	282	310	9%
	2000	33	398	431	8%
	2001	54	400	454	12%
	2002	16	125	141	11%
	2003	27	414	441	6%
	2004	9	134	143	6%
	2005	26	504	530	5%
	2006	35	236	271	13%
ST0002419 Total		**363**	**3494**	**3857**	**9%**
ST0002427	1983		1	1	0%
	1985	1	2	3	33%
	1986	4	13	17	24%
	1987	5	28	33	15%
	1988	4	32	36	11%
	1989	6	36	42	14%
	1990	7	32	39	18%
	1991	5	31	36	14%
	1992	6	39	45	13%
	1993	6	61	67	9%
	1994	9	85	94	10%
	1995	15	136	151	10%
	1996	16	106	122	13%
	1997	17	162	179	9%
	1998	24	155	179	13%
	1999	19	240	259	7%
	2000	39	302	341	11%
	2001	50	310	360	14%
	2002	33	172	205	16%
	2003	24	332	356	7%
	2004	25	187	212	12%
	2005	54	536	590	9%
	2006	52	383	435	12%
ST0002427 Total		**421**	**3381**	**3802**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002467	1986		1	1	0%
	1987	1		1	100%
	1988		3	3	0%
	1989		1	1	0%
	1990		6	6	0%
	1991		6	6	0%
	1992	1	6	7	14%
	1993	1	10	11	9%
	1994		12	12	0%
	1995	3	11	14	21%
	1996	2	9	11	18%
	1997	3	15	18	17%
	1998	4	18	22	18%
	1999	5	23	28	18%
	2000	6	45	51	12%
	2001	9	57	66	14%
	2002		23	23	0%
	2003	7	42	49	14%
	2004	3	29	32	9%
	2005	1	94	95	1%
	2006	2	9	11	18%
ST0002467 Total		**48**	**420**	**468**	**10%**
ST0002493	1985	1	5	6	17%
	1986	3	16	19	16%
	1987	9	25	34	26%
	1988	10	37	47	21%
	1989	7	46	53	13%
	1990	9	47	56	16%
	1991	9	59	68	13%
	1992	6	70	76	8%
	1993	6	109	115	5%
	1994	9	145	154	6%
	1995	13	207	220	6%
	1996	31	199	230	13%
	1997	30	301	331	9%
	1998	37	311	348	11%
	1999	46	506	552	8%
	2000	58	774	832	7%
	2001	73	746	819	9%
	2002	28	291	319	9%
	2003	46	975	1021	5%
	2004	10	271	281	4%
	2005	41	1050	1091	4%
	2006	3	102	105	3%
ST0002493 Total		**485**	**6292**	**6777**	**7%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002540	1985	1	1	2	50%
	1986	3	13	16	19%
	1987	2	23	25	8%
	1988	3	22	25	12%
	1989	3	17	20	15%
	1990	2	24	26	8%
	1991	2	18	20	10%
	1992	5	42	47	11%
	1993	5	59	64	8%
	1994	3	69	72	4%
	1995	9	125	134	7%
	1996	11	94	105	10%
	1997	23	132	155	15%
	1998	23	165	188	12%
	1999	26	236	262	10%
	2000	31	359	390	8%
	2001	42	313	355	12%
	2002	9	128	137	7%
	2003	26	422	448	6%
	2004	12	97	109	11%
	2005	14	438	452	3%
	2006	2	40	42	5%
ST0002540 Total		**257**	**2837**	**3094**	**8%**
ST0002560	1985	2	3	5	40%
	1986	3	8	11	27%
	1987	4	20	24	17%
	1988	5	23	28	18%
	1989	10	48	58	17%
	1990	4	46	50	8%
	1991	4	65	69	6%
	1992	6	70	76	8%
	1993	11	91	102	11%
	1994	7	129	136	5%
	1995	14	186	200	7%
	1996	31	173	204	15%
	1997	45	260	305	15%
	1998	37	291	328	11%
	1999	45	448	493	9%
	2000	65	669	734	9%
	2001	83	688	771	11%
	2002	33	233	266	12%
	2003	55	891	946	6%
	2004	15	225	240	6%
	2005	33	929	962	3%
	2006	23	160	183	13%
ST0002560 Total		**535**	**5656**	**6191**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002573	1985		7	7	0%
	1986	4	14	18	22%
	1987	4	35	39	10%
	1988	13	18	31	42%
	1989	5	36	41	12%
	1990	3	31	34	9%
	1991	4	48	52	8%
	1992	11	46	57	19%
	1993	6	71	77	8%
	1994	12	111	123	10%
	1995	13	127	140	9%
	1996	35	114	149	23%
	1997	20	172	192	10%
	1998	36	182	218	17%
	1999	43	276	319	13%
	2000	53	340	393	13%
	2001	46	310	356	13%
	2002	32	149	181	18%
	2003	43	450	493	9%
	2004	16	184	200	8%
	2005	22	507	529	4%
	2006	21	178	199	11%
	(blank)		1	1	0%
ST0002573 Total		**442**	**3407**	**3849**	**11%**
ST0002578	1985		1	1	0%
	1986	1	2	3	33%
	1987	1	4	5	20%
	1988		2	2	0%
	1989	1	5	6	17%
	1990	1	5	6	17%
	1991	1	2	3	33%
	1992	1	13	14	7%
	1993	3	6	9	33%
	1994	1	22	23	4%
	1995	2	34	36	6%
	1996	5	30	35	14%
	1997	4	32	36	11%
	1998	4	35	39	10%
	1999	7	51	58	12%
	2000	15	112	127	12%
	2001	19	130	149	13%
	2002	4	48	52	8%
	2003	27	160	187	14%
	2004	16	104	120	13%
	2005	32	282	314	10%
	2006	24	169	193	12%
ST0002578 Total		**169**	**1249**	**1418**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002593	1985		1	1	0%
	1986	6	7	13	46%
	1987	2	14	16	13%
	1988	2	13	15	13%
	1989	2	19	21	10%
	1990	2	15	17	12%
	1991	2	28	30	7%
	1992	6	20	26	23%
	1993	3	44	47	6%
	1994	7	67	74	9%
	1995	6	83	89	7%
	1996	16	111	127	13%
	1997	29	152	181	16%
	1998	23	165	188	12%
	1999	31	228	259	12%
	2000	42	321	363	12%
	2001	37	290	327	11%
	2002	14	134	148	9%
	2003	16	352	368	4%
	2004	14	107	121	12%
	2005	8	373	381	2%
	2006	3	26	29	10%
ST0002593 Total		**271**	**2570**	**2841**	**10%**
ST0002603	1985		2	2	0%
	1986	2	6	8	25%
	1987	2	7	9	22%
	1988	4	12	16	25%
	1989		12	12	0%
	1990	4	11	15	27%
	1991	2	16	18	11%
	1992	3	20	23	13%
	1993	3	23	26	12%
	1994	3	47	50	6%
	1995	7	66	73	10%
	1996	12	50	62	19%
	1997	8	80	88	9%
	1998	15	78	93	16%
	1999	15	127	142	11%
	2000	9	168	177	5%
	2001	16	181	197	8%
	2002	19	54	73	26%
	2003	14	260	274	5%
	2004	7	55	62	11%
	2005	5	257	262	2%
	2006	2	22	24	8%
ST0002603 Total		**152**	**1554**	**1706**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002631	1985	1		1	100%
	1986	4	7	11	36%
	1987	3	11	14	21%
	1988	4	16	20	20%
	1989	1	14	15	7%
	1990	4	20	24	17%
	1991	1	18	19	5%
	1992	4	16	20	20%
	1993	2	33	35	6%
	1994	6	59	65	9%
	1995	9	57	66	14%
	1996	14	65	79	18%
	1997	16	76	92	17%
	1998	12	92	104	12%
	1999	15	127	142	11%
	2000	35	197	232	15%
	2001	23	203	226	10%
	2002	8	67	75	11%
	2003	17	247	264	6%
	2004	5	65	70	7%
	2005	5	274	279	2%
	2006		20	20	0%
ST0002631 Total		**189**	**1684**	**1873**	**10%**
ST0002651	1985		3	3	0%
	1986	5	10	15	33%
	1987	3	7	10	30%
	1988	5	26	31	16%
	1989	1	10	11	9%
	1990		12	12	0%
	1991	2	17	19	11%
	1992	1	19	20	5%
	1993	2	32	34	6%
	1994	1	42	43	2%
	1995	3	45	48	6%
	1996	7	34	41	17%
	1997	9	64	73	12%
	1998	11	56	67	16%
	1999	8	100	108	7%
	2000	15	143	158	9%
	2001	12	128	140	9%
	2002	6	51	57	11%
	2003	8	192	200	4%
	2004	4	54	58	7%
	2005	7	213	220	3%
	2006		11	11	0%
ST0002651 Total		**110**	**1269**	**1379**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002652	1985		5	5	0%
	1986	3	34	37	8%
	1987	6	32	38	16%
	1988	8	47	55	15%
	1989	5	56	61	8%
	1990	8	44	52	15%
	1991	11	57	68	16%
	1992	12	68	80	15%
	1993	7	119	126	6%
	1994	10	155	165	6%
	1995	14	233	247	6%
	1996	38	207	245	16%
	1997	48	293	341	14%
	1998	43	302	345	12%
	1999	51	396	447	11%
	2000	75	657	732	10%
	2001	90	617	707	13%
	2002	40	196	236	17%
	2003	57	751	808	7%
	2004	14	181	195	7%
	2005	26	776	802	3%
	2006		58	58	0%
ST0002652 Total		**566**	**5284**	**5850**	**10%**
ST0002672	1985	1	6	7	14%
	1986	2	36	38	5%
	1987	5	49	54	9%
	1988	5	50	55	9%
	1989	6	76	82	7%
	1990	4	71	75	5%
	1991	5	74	79	6%
	1992	4	115	119	3%
	1993	5	151	156	3%
	1994	9	221	230	4%
	1995	14	332	346	4%
	1996	49	269	318	15%
	1997	56	462	518	11%
	1998	72	454	526	14%
	1999	71	647	718	10%
	2000	102	1016	1118	9%
	2001	117	987	1104	11%
	2002	42	353	395	11%
	2003	68	1278	1346	5%
	2004	22	335	357	6%
	2005	56	1334	1390	4%
	2006	12	181	193	6%
ST0002672 Total		**727**	**8497**	**9224**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002722	1985	1	2	3	33%
	1986		11	11	0%
	1987	2	19	21	10%
	1988	1	24	25	4%
	1989	2	19	21	10%
	1990	3	22	25	12%
	1991	6	27	33	18%
	1992	5	39	44	11%
	1993	7	51	58	12%
	1994	5	94	99	5%
	1995	2	109	111	2%
	1996	20	94	114	18%
	1997	23	137	160	14%
	1998	22	135	157	14%
	1999	31	223	254	12%
	2000	45	328	373	12%
	2001	33	344	377	9%
	2002	20	131	151	13%
	2003	22	515	537	4%
	2004	19	130	149	13%
	2005	18	493	511	4%
	2006		28	28	0%
ST0002722 Total		**287**	**2975**	**3262**	**9%**
ST0002740	1985		6	6	0%
	1986	3	9	12	25%
	1987	8	19	27	30%
	1988	2	32	34	6%
	1989	1	35	36	3%
	1990	1	30	31	3%
	1991	6	52	58	10%
	1992	13	76	89	15%
	1993	8	73	81	10%
	1994	15	102	117	13%
	1995	9	159	168	5%
	1996	25	139	164	15%
	1997	29	217	246	12%
	1998	46	252	298	15%
	1999	48	367	415	12%
	2000	63	500	563	11%
	2001	76	537	613	12%
	2002	34	192	226	15%
	2003	48	670	718	7%
	2004	8	171	179	4%
	2005	22	699	721	3%
	2006	2	61	63	3%
ST0002740 Total		**467**	**4398**	**4865**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002744	1985	2	1	3	67%
	1986	1	27	28	4%
	1987	6	37	43	14%
	1988	13	48	61	21%
	1989	7	54	61	11%
	1990	7	69	76	9%
	1991	4	55	59	7%
	1992	6	80	86	7%
	1993	8	124	132	6%
	1994	18	159	177	10%
	1995	23	224	247	9%
	1996	36	229	265	14%
	1997	46	285	331	14%
	1998	43	297	340	13%
	1999	52	446	498	10%
	2000	81	641	722	11%
	2001	81	624	705	11%
	2002	27	205	232	12%
	2003	54	760	814	7%
	2004	10	166	176	6%
	2005	25	737	762	3%
	2006	3	42	45	7%
ST0002744 Total		**553**	**5310**	**5863**	**9%**
ST0002822	1985	4	7	11	36%
	1986	10	21	31	32%
	1987	6	35	41	15%
	1988	14	65	79	18%
	1989	17	73	90	19%
	1990	12	70	82	15%
	1991	11	83	94	12%
	1992	16	116	132	12%
	1993	25	156	181	14%
	1994	14	197	211	7%
	1995	17	306	323	5%
	1996	50	236	286	17%
	1997	84	344	428	20%
	1998	61	346	407	15%
	1999	75	464	539	14%
	2000	81	706	787	10%
	2001	99	617	716	14%
	2002	42	263	305	14%
	2003	76	733	809	9%
	2004	26	228	254	10%
	2005	64	808	872	7%
	2006	42	204	246	17%
ST0002822 Total		**846**	**6078**	**6924**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002830	1985		2	2	0%
	1986	2	15	17	12%
	1987	2	17	19	11%
	1988	4	38	42	10%
	1989	1	37	38	3%
	1990	5	40	45	11%
	1991	5	52	57	9%
	1992	6	53	59	10%
	1993	8	85	93	9%
	1994	13	103	116	11%
	1995	6	143	149	4%
	1996	31	133	164	19%
	1997	32	202	234	14%
	1998	24	181	205	12%
	1999	44	288	332	13%
	2000	54	431	485	11%
	2001	43	399	442	10%
	2002	16	136	152	11%
	2003	31	524	555	6%
	2004	7	122	129	5%
	2005	21	531	552	4%
	2006		26	26	0%
ST0002830 Total		**355**	**3558**	**3913**	**9%**
ST0002880	1983	1		1	100%
	1984		1	1	0%
	1985	2	8	10	20%
	1986	12	30	42	29%
	1987	9	47	56	16%
	1988	5	39	44	11%
	1989	6	62	68	9%
	1990	13	67	80	16%
	1991	10	86	96	10%
	1992	5	95	100	5%
	1993	12	142	154	8%
	1994	18	167	185	10%
	1995	22	247	269	8%
	1996	46	257	303	15%
	1997	49	340	389	13%
	1998	38	295	333	11%
	1999	52	427	479	11%
	2000	68	700	768	9%
	2001	96	631	727	13%
	2002	34	221	255	13%
	2003	58	763	821	7%
	2004	13	176	189	7%
	2005	44	696	740	6%
	2006	5	116	121	4%
ST0002880 Total		**618**	**5613**	**6231**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002884	1985		3	3	0%
	1986	4	19	23	17%
	1987	4	31	35	11%
	1988	2	24	26	8%
	1989	5	41	46	11%
	1990	3	41	44	7%
	1991	4	38	42	10%
	1992	5	47	52	10%
	1993	4	71	75	5%
	1994	4	90	94	4%
	1995	4	132	136	3%
	1996	19	105	124	15%
	1997	25	166	191	13%
	1998	26	189	215	12%
	1999	26	266	292	9%
	2000	42	459	501	8%
	2001	60	463	523	11%
	2002	22	139	161	14%
	2003	31	515	546	6%
	2004	5	140	145	3%
	2005	18	532	550	3%
	2006		49	49	0%
ST0002884 Total		**313**	**3560**	**3873**	**8%**
ST0002903	1985	2	4	6	33%
	1986	2	10	12	17%
	1987	3	10	13	23%
	1988	3	16	19	16%
	1989	3	13	16	19%
	1990	2	26	28	7%
	1991	2	21	23	9%
	1992	8	32	40	20%
	1993	4	42	46	9%
	1994	4	53	57	7%
	1995	4	75	79	5%
	1996	13	77	90	14%
	1997	34	115	149	23%
	1998	29	113	142	20%
	1999	22	140	162	14%
	2000	36	204	240	15%
	2001	29	186	215	13%
	2002	12	73	85	14%
	2003	19	207	226	8%
	2004	6	87	93	6%
	2005	12	158	170	7%
	2006	8	58	66	12%
ST0002903 Total		**257**	**1720**	**1977**	**13%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002915	1985		5	5	0%
	1986	10	27	37	27%
	1987	7	47	54	13%
	1988	8	37	45	18%
	1989	5	58	63	8%
	1990	10	44	54	19%
	1991	6	57	63	10%
	1992	8	80	88	9%
	1993	12	128	140	9%
	1994	13	159	172	8%
	1995	13	230	243	5%
	1996	38	199	237	16%
	1997	47	256	303	16%
	1998	40	287	327	12%
	1999	44	385	429	10%
	2000	68	588	656	10%
	2001	75	548	623	12%
	2002	22	224	246	9%
	2003	55	735	790	7%
	2004	10	203	213	5%
	2005	18	713	731	2%
	2006	2	89	91	2%
ST0002915 Total		**511**	**5099**	**5610**	**9%**
ST0002919	1985	1	1	2	50%
	1986	5	6	11	45%
	1987		9	9	0%
	1988	1	13	14	7%
	1989	5	14	19	26%
	1990	4	14	18	22%
	1991	3	12	15	20%
	1992	2	19	21	10%
	1993	4	36	40	10%
	1994	4	59	63	6%
	1995	4	82	86	5%
	1996	14	83	97	14%
	1997	18	106	124	15%
	1998	25	122	147	17%
	1999	26	149	175	15%
	2000	39	231	270	14%
	2001	36	221	257	14%
	2002	14	107	121	12%
	2003	17	245	262	6%
	2004	5	90	95	5%
	2005	6	236	242	2%
	2006	1	44	45	2%
ST0002919 Total		**234**	**1899**	**2133**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002955	1983		1	1	0%
	1985		1	1	0%
	1986	5	4	9	56%
	1987	1	12	13	8%
	1988	3	6	9	33%
	1989	5	19	24	21%
	1990	10	26	36	28%
	1991	6	40	46	13%
	1992	6	67	73	8%
	1993	8	76	84	10%
	1994	13	111	124	10%
	1995	17	154	171	10%
	1996	34	97	131	26%
	1997	42	115	157	27%
	1998	49	131	180	27%
	1999	43	168	211	20%
	2000	47	200	247	19%
	2001	47	176	223	21%
	2002	28	96	124	23%
	2003	17	169	186	9%
	2004	11	70	81	14%
	2005	10	167	177	6%
	2006		23	23	0%
ST0002955 Total		**402**	**1929**	**2331**	**17%**
ST0002964	1985	2	8	10	20%
	1986	4	17	21	19%
	1987	5	39	44	11%
	1988	9	34	43	21%
	1989	6	31	37	16%
	1990	7	47	54	13%
	1991	6	59	65	9%
	1992	8	68	76	11%
	1993	10	107	117	9%
	1994	13	165	178	7%
	1995	13	194	207	6%
	1996	44	198	242	18%
	1997	67	260	327	20%
	1998	67	292	359	19%
	1999	65	373	438	15%
	2000	88	549	637	14%
	2001	80	589	669	12%
	2002	36	236	272	13%
	2003	44	652	696	6%
	2004	19	207	226	8%
	2005	29	657	686	4%
	2006	8	90	98	8%
ST0002964 Total		**630**	**4872**	**5502**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003004	1985		2	2	0%
	1986	6	16	22	27%
	1987	8	20	28	29%
	1988	9	40	49	18%
	1989	7	48	55	13%
	1990	9	45	54	17%
	1991	10	69	79	13%
	1992	19	95	114	17%
	1993	11	118	129	9%
	1994	24	147	171	14%
	1995	21	207	228	9%
	1996	57	169	226	25%
	1997	51	218	269	19%
	1998	57	265	322	18%
	1999	55	328	383	14%
	2000	59	457	516	11%
	2001	95	402	497	19%
	2002	31	190	221	14%
	2003	38	423	461	8%
	2004	22	212	234	9%
	2005	54	546	600	9%
	2006	55	420	475	12%
ST0003004 Total		698	4437	5135	14%
ST0003102	1985	1	2	3	33%
	1986		8	8	0%
	1987	5	15	20	25%
	1988	2	14	16	13%
	1989	3	22	25	12%
	1990	5	21	26	19%
	1991	7	36	43	16%
	1992	9	42	51	18%
	1993	6	74	80	8%
	1994	16	99	115	14%
	1995	15	127	142	11%
	1996	30	108	138	22%
	1997	29	168	197	15%
	1998	37	154	191	19%
	1999	35	222	257	14%
	2000	43	268	311	14%
	2001	32	252	284	11%
	2002	26	125	151	17%
	2003	28	319	347	8%
	2004	7	99	106	7%
	2005	18	271	289	6%
	2006	2	31	33	6%
ST0003102 Total		**356**	**2477**	**2833**	**13%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003106	1985		2	2	0%
	1986	3	4	7	43%
	1987	3	11	14	21%
	1988	3	8	11	27%
	1989	4	17	21	19%
	1990	1	15	16	6%
	1991	1	23	24	4%
	1992	7	26	33	21%
	1993	3	37	40	8%
	1994	4	59	63	6%
	1995	5	74	79	6%
	1996	14	62	76	18%
	1997	18	94	112	16%
	1998	18	83	101	18%
	1999	22	108	130	17%
	2000	24	153	177	14%
	2001	18	180	198	9%
	2002	14	69	83	17%
	2003	16	155	171	9%
	2004	2	49	51	4%
	2005	5	153	158	3%
	2006		14	14	0%
ST0003106 Total		**185**	**1396**	**1581**	**12%**
ST0003107	1985	1	5	6	17%
	1986	7	20	27	26%
	1987	6	32	38	16%
	1988	12	37	49	24%
	1989	11	62	73	15%
	1990	6	47	53	11%
	1991	11	57	68	16%
	1992	13	88	101	13%
	1993	20	126	146	14%
	1994	18	168	186	10%
	1995	23	228	251	9%
	1996	53	160	213	25%
	1997	62	250	312	20%
	1998	45	260	305	15%
	1999	61	328	389	16%
	2000	84	442	526	16%
	2001	80	411	491	16%
	2002	36	188	224	16%
	2003	41	447	488	8%
	2004	15	132	147	10%
	2005	19	400	419	5%
	2006		49	49	0%
ST0003107 Total		**624**	**3937**	**4561**	**14%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003176	1985	2	6	8	25%
	1986	5	12	17	29%
	1987	5	16	21	24%
	1988	12	20	32	38%
	1989	8	35	43	19%
	1990	7	36	43	16%
	1991	5	34	39	13%
	1992	6	52	58	10%
	1993	13	84	97	13%
	1994	13	113	126	10%
	1995	12	142	154	8%
	1996	25	120	145	17%
	1997	23	163	186	12%
	1998	42	155	197	21%
	1999	37	241	278	13%
	2000	43	384	427	10%
	2001	43	333	376	11%
	2002	31	147	178	17%
	2003	42	331	373	11%
	2004	15	119	134	11%
	2005	14	360	374	4%
	2006	2	46	48	4%
ST0003176 Total		**405**	**2949**	**3354**	**12%**
ST0003190	1985		5	5	0%
	1986	3	9	12	25%
	1987	1	17	18	6%
	1988	3	30	33	9%
	1989	5	40	45	11%
	1990	6	34	40	15%
	1991	4	48	52	8%
	1992	5	49	54	9%
	1993	10	102	112	9%
	1994	8	126	134	6%
	1995	11	201	212	5%
	1996	26	152	178	15%
	1997	34	263	297	11%
	1998	33	293	326	10%
	1999	45	439	484	9%
	2000	64	698	762	8%
	2001	42	691	733	6%
	2002	25	296	321	8%
	2003	54	978	1032	5%
	2004	14	254	268	5%
	2005	22	1076	1098	2%
	2006	4	122	126	3%
ST0003190 Total		**419**	**5923**	**6342**	**7%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003192	1984	1		1	100%
	1985	4	17	21	19%
	1986	10	49	59	17%
	1987	15	72	87	17%
	1988	21	95	116	18%
	1989	22	115	137	16%
	1990	19	114	133	14%
	1991	27	177	204	13%
	1992	22	210	232	9%
	1993	27	321	348	8%
	1994	50	424	474	11%
	1995	47	640	687	7%
	1996	138	529	667	21%
	1997	153	743	896	17%
	1998	171	822	993	17%
	1999	176	1041	1217	14%
	2000	167	1440	1607	10%
	2001	196	1235	1431	14%
	2002	111	774	885	13%
	2003	106	1478	1584	7%
	2004	54	680	734	7%
	2005	51	1370	1421	4%
	2006	14	546	560	3%
ST0003192 Total		**1602**	**12892**	**14494**	**11%**
ST0003225	1985	2	5	7	29%
	1986	5	4	9	56%
	1987	6	9	15	40%
	1988	7	14	21	33%
	1989	2	15	17	12%
	1990	11	24	35	31%
	1991	10	40	50	20%
	1992	9	58	67	13%
	1993	16	67	83	19%
	1994	15	103	118	13%
	1995	16	126	142	11%
	1996	70	161	231	30%
	1997	91	184	275	33%
	1998	98	220	318	31%
	1999	90	246	336	27%
	2000	93	262	355	26%
	2001	93	252	345	27%
	2002	66	142	208	32%
	2003	33	180	213	15%
	2004	15	84	99	15%
	2005	11	173	184	6%
	2006	5	42	47	11%
ST0003225 Total		**764**	**2411**	**3175**	**24%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003253	1985	1	2	3	33%
	1986	2	9	11	18%
	1987	3	29	32	9%
	1988	2	20	22	9%
	1989	6	20	26	23%
	1990	2	26	28	7%
	1991	3	22	25	12%
	1992		36	36	0%
	1993	3	35	38	8%
	1994	4	56	60	7%
	1995	6	110	116	5%
	1996	10	81	91	11%
	1997	12	125	137	9%
	1998	12	139	151	8%
	1999	23	224	247	9%
	2000	25	377	402	6%
	2001	38	352	390	10%
	2002	12	153	165	7%
	2003	31	416	447	7%
	2004	12	142	154	8%
	2005	24	571	595	4%
	2006	13	68	81	16%
ST0003253 Total		**244**	**3013**	**3257**	**7%**
ST0003263	1986		2	2	0%
	1987		6	6	0%
	1988		6	6	0%
	1989	2	5	7	29%
	1990		6	6	0%
	1991	1	9	10	10%
	1992		21	21	0%
	1993	1	20	21	5%
	1994	1	33	34	3%
	1995	2	34	36	6%
	1996	9	30	39	23%
	1997	8	44	52	15%
	1998	14	57	71	20%
	1999	6	72	78	8%
	2000	11	82	93	12%
	2001	7	32	39	18%
	2002	8	31	39	21%
	2003	8	101	109	7%
	2004		35	35	0%
	2005	5	97	102	5%
	2006		4	4	0%
ST0003263 Total		**83**	**727**	**810**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003292	1985	1	5	6	17%
	1986	4	17	21	19%
	1987	6	21	27	22%
	1988	5	24	29	17%
	1989	6	39	45	13%
	1990	5	48	53	9%
	1991	4	51	55	7%
	1992	11	63	74	15%
	1993	12	100	112	11%
	1994	15	146	161	9%
	1995	14	186	200	7%
	1996	34	163	197	17%
	1997	46	202	248	19%
	1998	44	225	269	16%
	1999	51	330	381	13%
	2000	76	448	524	15%
	2001	66	421	487	14%
	2002	42	167	209	20%
	2003	43	455	498	9%
	2004	8	119	127	6%
	2005	17	418	435	4%
	2006	4	31	35	11%
ST0003292 Total		**514**	**3679**	**4193**	**12%**
ST0003406	1985	4	3	7	57%
	1986	13	16	29	45%
	1987	12	23	35	34%
	1988	15	51	66	23%
	1989	19	74	93	20%
	1990	30	73	103	29%
	1991	22	80	102	22%
	1992	39	146	185	21%
	1993	42	187	229	18%
	1994	36	241	277	13%
	1995	50	296	346	14%
	1996	116	191	307	38%
	1997	122	273	395	31%
	1998	111	238	349	32%
	1999	110	272	382	29%
	2000	114	323	437	26%
	2001	101	237	338	30%
	2002	65	149	214	30%
	2003	41	253	294	14%
	2004	9	88	97	9%
	2005	12	139	151	8%
	2006	6	39	45	13%
ST0003406 Total		**1089**	**3392**	**4481**	**24%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003432	1983		2	2	0%
	1985	3	6	9	33%
	1986	14	24	38	37%
	1987	13	36	49	27%
	1988	14	67	81	17%
	1989	17	88	105	16%
	1990	35	121	156	22%
	1991	31	145	176	18%
	1992	31	193	224	14%
	1993	59	288	347	17%
	1994	59	404	463	13%
	1995	52	495	547	10%
	1996	162	398	560	29%
	1997	180	460	640	28%
	1998	209	499	708	30%
	1999	198	627	825	24%
	2000	244	903	1147	21%
	2001	210	768	978	21%
	2002	122	445	567	22%
	2003	144	734	878	16%
	2004	45	342	387	12%
	2005	48	697	745	6%
	2006	19	184	203	9%
ST0003432 Total		**1909**	**7926**	**9835**	**19%**
ST0003437	1985	1	2	3	33%
	1986	4	8	12	33%
	1987	6	15	21	29%
	1988	3	21	24	13%
	1989	4	22	26	15%
	1990	4	32	36	11%
	1991	4	39	43	9%
	1992	4	51	55	7%
	1993	4	68	72	6%
	1994	4	103	107	4%
	1995	7	142	149	5%
	1996	22	130	152	14%
	1997	36	202	238	15%
	1998	39	222	261	15%
	1999	39	345	384	10%
	2000	71	562	633	11%
	2001	74	539	613	12%
	2002	26	177	203	13%
	2003	57	731	788	7%
	2004	13	196	209	6%
	2005	35	751	786	4%
	2006	1	64	65	2%
ST0003437 Total		**458**	**4422**	**4880**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003449	1984		1	1	0%
	1985	2	7	9	22%
	1986	7	29	36	19%
	1987	17	40	57	30%
	1988	10	74	84	12%
	1989	17	93	110	15%
	1990	20	105	125	16%
	1991	25	153	178	14%
	1992	47	213	260	18%
	1993	53	266	319	17%
	1994	54	410	464	12%
	1995	68	530	598	11%
	1996	197	368	565	35%
	1997	228	463	691	33%
	1998	205	530	735	28%
	1999	223	666	889	25%
	2000	229	812	1041	22%
	2001	226	758	984	23%
	2002	133	473	606	22%
	2003	128	785	913	14%
	2004	52	405	457	11%
	2005	57	700	757	8%
	2006	18	169	187	10%
ST0003449 Total		**2016**	**8050**	**10066**	**20%**
ST0003458	1985	1	12	13	8%
	1986	4	26	30	13%
	1987	5	30	35	14%
	1988	4	41	45	9%
	1989	1	46	47	2%
	1990	5	46	51	10%
	1991	2	39	41	5%
	1992	2	69	71	3%
	1993	10	72	82	12%
	1994	9	118	127	7%
	1995	6	157	163	4%
	1996	15	205	220	7%
	1997	16	287	303	5%
	1998	31	319	350	9%
	1999	27	383	410	7%
	2000	51	701	752	7%
	2001	63	711	774	8%
	2002	17	208	225	8%
	2003	42	913	955	4%
	2004	18	203	221	8%
	2005	12	1021	1033	1%
	2006	1	73	74	1%
ST0003458 Total		**342**	**5680**	**6022**	**6%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003483	1985		4	4	0%
	1986	2	18	20	10%
	1987	3	15	18	17%
	1988	5	32	37	14%
	1989	6	28	34	18%
	1990	6	37	43	14%
	1991	5	36	41	12%
	1992	15	53	68	22%
	1993	8	81	89	9%
	1994	10	110	120	8%
	1995	7	105	112	6%
	1996	12	101	113	11%
	1997	21	151	172	12%
	1998	29	154	183	16%
	1999	35	242	277	13%
	2000	39	327	366	11%
	2001	41	351	392	10%
	2002	11	117	128	9%
	2003	46	420	466	10%
	2004	5	101	106	5%
	2005	16	398	414	4%
	2006	4	31	35	11%
ST0003483 Total		**326**	**2912**	**3238**	**10%**
ST0003498	1985	7	1	8	88%
	1986	9	13	22	41%
	1987	13	46	59	22%
	1988	11	65	76	14%
	1989	11	74	85	13%
	1990	18	87	105	17%
	1991	17	94	111	15%
	1992	29	178	207	14%
	1993	28	207	235	12%
	1994	48	330	378	13%
	1995	46	428	474	10%
	1996	82	324	406	20%
	1997	112	406	518	22%
	1998	110	441	551	20%
	1999	124	556	680	18%
	2000	119	729	848	14%
	2001	109	587	696	16%
	2002	44	284	328	13%
	2003	54	667	721	7%
	2004	21	252	273	8%
	2005	35	662	697	5%
	2006	10	99	109	9%
ST0003498 Total		**1057**	**6530**	**7587**	**14%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003548	1985	2	13	15	13%
	1986	13	53	66	20%
	1987	10	53	63	16%
	1988	12	88	100	12%
	1989	20	83	103	19%
	1990	21	110	131	16%
	1991	23	122	145	16%
	1992	23	191	214	11%
	1993	37	243	280	13%
	1994	28	384	412	7%
	1995	52	481	533	10%
	1996	90	395	485	19%
	1997	157	543	700	22%
	1998	146	534	680	21%
	1999	130	713	843	15%
	2000	144	917	1061	14%
	2001	159	851	1010	16%
	2002	78	448	526	15%
	2003	106	924	1030	10%
	2004	39	384	423	9%
	2005	51	955	1006	5%
	2006	21	231	252	8%
ST0003548 Total		**1362**	**8716**	**10078**	**14%**
ST0003592	1985	3	6	9	33%
	1986	1	16	17	6%
	1987	7	40	47	15%
	1988	6	61	67	9%
	1989	7	66	73	10%
	1990	13	62	75	17%
	1991	9	84	93	10%
	1992	20	119	139	14%
	1993	23	160	183	13%
	1994	27	241	268	10%
	1995	30	323	353	8%
	1996	67	324	391	17%
	1997	85	480	565	15%
	1998	87	460	547	16%
	1999	117	614	731	16%
	2000	129	854	983	13%
	2001	94	781	875	11%
	2002	45	339	384	12%
	2003	73	904	977	7%
	2004	22	266	288	8%
	2005	38	959	997	4%
	2006	9	101	110	8%
ST0003592 Total		**912**	**7260**	**8172**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003662	1984	1	1	2	50%
	1985	2	4	6	33%
	1986	5	20	25	20%
	1987	8	41	49	16%
	1988	7	39	46	15%
	1989	11	46	57	19%
	1990	11	71	82	13%
	1991	11	73	84	13%
	1992	11	94	105	10%
	1993	13	102	115	11%
	1994	24	168	192	13%
	1995	32	257	289	11%
	1996	44	206	250	18%
	1997	62	249	311	20%
	1998	64	236	300	21%
	1999	65	333	398	16%
	2000	47	476	523	9%
	2001	68	440	508	13%
	2002	38	182	220	17%
	2003	30	499	529	6%
	2004	24	197	221	11%
	2005	51	699	750	7%
	2006	60	367	427	14%
ST0003662 Total		**689**	**4800**	**5489**	**13%**
ST0003724	1985		4	4	0%
	1986	4	11	15	27%
	1987	4	21	25	16%
	1988	4	19	23	17%
	1989	5	24	29	17%
	1990		14	14	0%
	1991	3	18	21	14%
	1992	5	26	31	16%
	1993	2	54	56	4%
	1994	4	63	67	6%
	1995	7	72	79	9%
	1996	9	65	74	12%
	1997	10	105	115	9%
	1998	10	89	99	10%
	1999	17	122	139	12%
	2000	19	190	209	9%
	2001	19	191	210	9%
	2002	7	63	70	10%
	2003	14	219	233	6%
	2004	2	54	56	4%
	2005	5	222	227	2%
	2006		12	12	0%
ST0003724 Total		**150**	**1658**	**1808**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003732	1985	1		1	100%
	1986	2	2	4	50%
	1987		6	6	0%
	1988	1	4	5	20%
	1989	2	9	11	18%
	1990	1	8	9	11%
	1991		6	6	0%
	1992	1	6	7	14%
	1993		14	14	0%
	1994	1	16	17	6%
	1995	2	26	28	7%
	1996	8	20	28	29%
	1997	4	32	36	11%
	1998	8	39	47	17%
	1999	4	56	60	7%
	2000	6	67	73	8%
	2001	13	63	76	17%
	2002	2	15	17	12%
	2003	4	103	107	4%
	2004		22	22	0%
	2005	8	99	107	7%
	2006		10	10	0%
ST0003732 Total		**68**	**623**	**691**	**10%**
ST0003739	1985		2	2	0%
	1986	3	15	18	17%
	1987	1	11	12	8%
	1988		24	24	0%
	1989	3	15	18	17%
	1990	1	21	22	5%
	1991	2	15	17	12%
	1992		18	18	0%
	1993	1	33	34	3%
	1994	1	34	35	3%
	1995		49	49	0%
	1996	13	38	51	25%
	1997	13	53	66	20%
	1998	10	66	76	13%
	1999	22	84	106	21%
	2000	17	140	157	11%
	2001	24	131	155	15%
	2002	8	44	52	15%
	2003	9	117	126	7%
	2004		47	47	0%
	2005	8	142	150	5%
	2006	5	17	22	23%
ST0003739 Total		**141**	**1116**	**1257**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003746	1985		1	1	0%
	1986	1	2	3	33%
	1987	4	6	10	40%
	1988	1	6	7	14%
	1989	1	8	9	11%
	1990		11	11	0%
	1991	3	8	11	27%
	1992		15	15	0%
	1993	1	24	25	4%
	1994	2	26	28	7%
	1995	2	25	27	7%
	1996	10	29	39	26%
	1997	8	54	62	13%
	1998	10	69	79	13%
	1999	12	62	74	16%
	2000	9	112	121	7%
	2001	12	96	108	11%
	2002	6	42	48	13%
	2003	9	134	143	6%
	2004	1	43	44	2%
	2005	2	159	161	1%
	2006	2	18	20	10%
ST0003746 Total		**96**	**950**	**1046**	**9%**
ST0003767	1985		3	3	0%
	1986	6	17	23	26%
	1987	6	24	30	20%
	1988	8	35	43	19%
	1989	12	55	67	18%
	1990	8	46	54	15%
	1991	7	68	75	9%
	1992	11	82	93	12%
	1993	18	116	134	13%
	1994	21	164	185	11%
	1995	26	269	295	9%
	1996	49	216	265	18%
	1997	86	324	410	21%
	1998	64	369	433	15%
	1999	68	531	599	11%
	2000	88	820	908	10%
	2001	123	767	890	14%
	2002	40	313	353	11%
	2003	72	1021	1093	7%
	2004	22	269	291	8%
	2005	35	1003	1038	3%
	2006	5	133	138	4%
ST0003767 Total		**775**	**6645**	**7420**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003876	1984		1	1	0%
	1985	5	9	14	36%
	1986	8	18	26	31%
	1987	16	21	37	43%
	1988	9	37	46	20%
	1989	8	46	54	15%
	1990	11	37	48	23%
	1991	10	65	75	13%
	1992	11	66	77	14%
	1993	10	120	130	8%
	1994	13	160	173	8%
	1995	20	223	243	8%
	1996	32	160	192	17%
	1997	55	234	289	19%
	1998	43	274	317	14%
	1999	60	365	425	14%
	2000	66	545	611	11%
	2001	84	506	590	14%
	2002	33	192	225	15%
	2003	41	675	716	6%
	2004	10	177	187	5%
	2005	31	692	723	4%
	2006	7	92	99	7%
ST0003876 Total		**583**	**4715**	**5298**	**11%**
ST0003932	1985	2	5	7	29%
	1986	3	6	9	33%
	1987		15	15	0%
	1988		27	27	0%
	1989	1	26	27	4%
	1990	1	41	42	2%
	1991	4	35	39	10%
	1992	4	56	60	7%
	1993	8	76	84	10%
	1994	10	98	108	9%
	1995	6	128	134	4%
	1996	17	108	125	14%
	1997	24	184	208	12%
	1998	30	208	238	13%
	1999	30	265	295	10%
	2000	39	399	438	9%
	2001	42	389	431	10%
	2002	28	134	162	17%
	2003	28	487	515	5%
	2004	8	108	116	7%
	2005	19	547	566	3%
	2006	7	90	97	7%
ST0003932 Total		**311**	**3432**	**3743**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003937	1985		1	1	0%
	1986	3	10	13	23%
	1987	1	16	17	6%
	1988		14	14	0%
	1989	3	19	22	14%
	1990		24	24	0%
	1991	2	17	19	11%
	1992	2	36	38	5%
	1993	3	52	55	5%
	1994	1	58	59	2%
	1995	9	64	73	12%
	1996	20	98	118	17%
	1997	11	117	128	9%
	1998	16	134	150	11%
	1999	19	206	225	8%
	2000	32	318	350	9%
	2001	37	283	320	12%
	2002	7	100	107	7%
	2003	23	396	419	5%
	2004	5	104	109	5%
	2005	22	472	494	4%
	2006	22	81	103	21%
ST0003937 Total		**238**	**2620**	**2858**	**8%**
ST0003939	1986	2	1	3	67%
	1987		1	1	0%
	1988	2	3	5	40%
	1989		7	7	0%
	1990		6	6	0%
	1991	2		2	100%
	1992	5	10	15	33%
	1993	3	11	14	21%
	1994	3	19	22	14%
	1995	3	21	24	13%
	1996	1	20	21	5%
	1997	10	22	32	31%
	1998	4	22	26	15%
	1999	4	26	30	13%
	2000	13	56	69	19%
	2001	20	53	73	27%
	2002	8	15	23	35%
	2003	4	43	47	9%
	2004	1	16	17	6%
	2005	3	69	72	4%
	2006		5	5	0%
ST0003939 Total		**88**	**426**	**514**	**17%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003943	1985	1	10	11	9%
	1986	12	43	55	22%
	1987	5	48	53	9%
	1988	9	53	62	15%
	1989	12	66	78	15%
	1990	7	74	81	9%
	1991	13	94	107	12%
	1992	18	111	129	14%
	1993	16	160	176	9%
	1994	20	203	223	9%
	1995	32	296	328	10%
	1996	37	243	280	13%
	1997	86	326	412	21%
	1998	49	334	383	13%
	1999	67	459	526	13%
	2000	72	604	676	11%
	2001	95	568	663	14%
	2002	38	188	226	17%
	2003	52	631	683	8%
	2004	15	177	192	8%
	2005	27	564	591	5%
	2006	8	136	144	6%
ST0003943 Total		**691**	**5388**	**6079**	**11%**
ST0003976	1986	1	3	4	25%
	1987		5	5	0%
	1988	1	9	10	10%
	1989	7	8	15	47%
	1990		15	15	0%
	1991	4	18	22	18%
	1992	1	15	16	6%
	1993	5	25	30	17%
	1994	9	39	48	19%
	1995	4	65	69	6%
	1996	15	41	56	27%
	1997	15	73	88	17%
	1998	18	74	92	20%
	1999	18	103	121	15%
	2000	30	233	263	11%
	2001	49	239	288	17%
	2002	28	93	121	23%
	2003	26	248	274	9%
	2004	11	88	99	11%
	2005	24	345	369	7%
	2006	5	56	61	8%
ST0003976 Total		**271**	**1795**	**2066**	**13%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0003988	1986	1	13	14	7%
	1987	3	14	17	18%
	1988	3	21	24	13%
	1989	4	14	18	22%
	1990	1	20	21	5%
	1991	4	24	28	14%
	1992	5	35	40	13%
	1993	1	68	69	1%
	1994	9	74	83	11%
	1995	4	106	110	4%
	1996	17	105	122	14%
	1997	29	132	161	18%
	1998	30	136	166	18%
	1999	29	287	316	9%
	2000	26	375	401	6%
	2001	37	396	433	9%
	2002	16	144	160	10%
	2003	23	563	586	4%
	2004	11	145	156	7%
	2005	24	645	669	4%
	2006	42	289	331	13%
ST0003988 Total		**319**	**3606**	**3925**	**8%**
ST0003997	1985	2	5	7	29%
	1986	4	26	30	13%
	1987	3	44	47	6%
	1988	4	46	50	8%
	1989	11	68	79	14%
	1990	3	57	60	5%
	1991	8	57	65	12%
	1992	9	93	102	9%
	1993	10	150	160	6%
	1994	17	177	194	9%
	1995	14	262	276	5%
	1996	26	216	242	11%
	1997	47	345	392	12%
	1998	42	357	399	11%
	1999	38	487	525	7%
	2000	72	787	859	8%
	2001	75	774	849	9%
	2002	35	242	277	13%
	2003	51	1025	1076	5%
	2004	13	247	260	5%
	2005	40	1021	1061	4%
	2006	15	151	166	9%
ST0003997 Total		**539**	**6637**	**7176**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004004	1985	3	3	6	50%
	1986	9	14	23	39%
	1987	7	35	42	17%
	1988	7	35	42	17%
	1989	7	49	56	13%
	1990	10	55	65	15%
	1991	11	67	78	14%
	1992	12	85	97	12%
	1993	18	131	149	12%
	1994	12	168	180	7%
	1995	17	253	270	6%
	1996	36	221	257	14%
	1997	46	322	368	13%
	1998	70	389	459	15%
	1999	72	535	607	12%
	2000	75	795	870	9%
	2001	105	784	889	12%
	2002	41	295	336	12%
	2003	60	983	1043	6%
	2004	14	315	329	4%
	2005	29	1072	1101	3%
	2006	3	141	144	2%
ST0004004 Total		**664**	**6747**	**7411**	**9%**
ST0004016	1985		4	4	0%
	1986	2	8	10	20%
	1987	3	10	13	23%
	1988	1	19	20	5%
	1989	4	16	20	20%
	1990	3	23	26	12%
	1991	2	21	23	9%
	1992	5	35	40	13%
	1993	4	59	63	6%
	1994	4	79	83	5%
	1995	11	126	137	8%
	1996	12	125	137	9%
	1997	31	192	223	14%
	1998	26	224	250	10%
	1999	36	301	337	11%
	2000	47	548	595	8%
	2001	50	585	635	8%
	2002	34	267	301	11%
	2003	42	814	856	5%
	2004	15	254	269	6%
	2005	37	903	940	4%
	2006	9	148	157	6%
ST0004016 Total		**378**	**4761**	**5139**	**7%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004034	1985		1	1	0%
	1986	9	18	27	33%
	1987	5	34	39	13%
	1988	3	32	35	9%
	1989	8	36	44	18%
	1990	16	54	70	23%
	1991	16	57	73	22%
	1992	19	93	112	17%
	1993	14	137	151	9%
	1994	16	176	192	8%
	1995	30	271	301	10%
	1996	65	220	285	23%
	1997	85	280	365	23%
	1998	85	308	393	22%
	1999	85	402	487	17%
	2000	93	567	660	14%
	2001	99	504	603	16%
	2002	56	259	315	18%
	2003	66	605	671	10%
	2004	35	224	259	14%
	2005	25	600	625	4%
	2006	15	137	152	10%
ST0004034 Total		**845**	**5015**	**5860**	**14%**
ST0004040	1985		1	1	0%
	1986	3	6	9	33%
	1987	3	11	14	21%
	1988	6	14	20	30%
	1989	2	22	24	8%
	1990	11	44	55	20%
	1991	10	42	52	19%
	1992	12	70	82	15%
	1993	13	120	133	10%
	1994	27	145	172	16%
	1995	13	240	253	5%
	1996	63	190	253	25%
	1997	69	262	331	21%
	1998	82	242	324	25%
	1999	74	331	405	18%
	2000	98	454	552	18%
	2001	65	397	462	14%
	2002	54	210	264	20%
	2003	43	416	459	9%
	2004	22	173	195	11%
	2005	51	518	569	9%
	2006	33	250	283	12%
ST0004040 Total		**754**	**4158**	**4912**	**15%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004080	1985	1	2	3	33%
	1986	1	2	3	33%
	1987		3	3	0%
	1988	3	1	4	75%
	1989		4	4	0%
	1990	2	7	9	22%
	1991		4	4	0%
	1992		5	5	0%
	1993		14	14	0%
	1994		14	14	0%
	1995		17	17	0%
	1996	3	20	23	13%
	1997	5	41	46	11%
	1998	5	34	39	13%
	1999	10	49	59	17%
	2000	5	82	87	6%
	2001	3	15	18	17%
	2002	4	45	49	8%
	2003	4	145	149	3%
	2004	8	52	60	13%
	2005	11	204	215	5%
	2006	15	91	106	14%
ST0004080 Total		**80**	**851**	**931**	**9%**
ST0004107	1985	4	11	15	27%
	1986	10	30	40	25%
	1987	8	40	48	17%
	1988	7	41	48	15%
	1989	14	48	62	23%
	1990	12	54	66	18%
	1991	11	82	93	12%
	1992	13	119	132	10%
	1993	24	157	181	13%
	1994	27	254	281	10%
	1995	28	368	396	7%
	1996	74	283	357	21%
	1997	78	392	470	17%
	1998	95	405	500	19%
	1999	96	583	679	14%
	2000	106	774	880	12%
	2001	148	783	931	16%
	2002	70	396	466	15%
	2003	99	994	1093	9%
	2004	32	408	440	7%
	2005	56	1070	1126	5%
	2006	41	347	388	11%
ST0004107 Total		**1053**	**7639**	**8692**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004111	1985	2	4	6	33%
	1986	4	18	22	18%
	1987	2	23	25	8%
	1988	8	31	39	21%
	1989	3	24	27	11%
	1990	7	43	50	14%
	1991	10	52	62	16%
	1992	20	84	104	19%
	1993	23	104	127	18%
	1994	20	152	172	12%
	1995	27	208	235	11%
	1996	51	190	241	21%
	1997	43	269	312	14%
	1998	57	360	417	14%
	1999	74	473	547	14%
	2000	86	744	830	10%
	2001	123	834	957	13%
	2002	51	496	547	9%
	2003	62	1163	1225	5%
	2004	35	585	620	6%
	2005	43	1292	1335	3%
	2006	14	356	370	4%
ST0004111 Total		**765**	**7505**	**8270**	**9%**
ST0004118	1985		2	2	0%
	1986		1	1	0%
	1987	2	1	3	67%
	1988		4	4	0%
	1989		2	2	0%
	1990		1	1	0%
	1991		12	12	0%
	1992	1	5	6	17%
	1993	3	10	13	23%
	1994	1	16	17	6%
	1995		25	25	0%
	1996	6	17	23	26%
	1997	8	19	27	30%
	1998	5	22	27	19%
	1999	5	39	44	11%
	2000	8	31	39	21%
	2001	11	57	68	16%
	2002	2	21	23	9%
	2003	5	49	54	9%
	2004	4	38	42	10%
	2005	1	55	56	2%
	2006		17	17	0%
ST0004118 Total		**62**	**444**	**506**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004152	1986		4	4	0%
	1987		3	3	0%
	1988		2	2	0%
	1989	1	13	14	7%
	1990	3	7	10	30%
	1991	4	13	17	24%
	1992	1	20	21	5%
	1993	2	18	20	10%
	1994	2	32	34	6%
	1995	6	39	45	13%
	1996	6	46	52	12%
	1997	16	49	65	25%
	1998	5	62	67	7%
	1999	11	69	80	14%
	2000	13	99	112	12%
	2001	18	67	85	21%
	2002	5	52	57	9%
	2003	9	107	116	8%
	2004	3	62	65	5%
	2005	11	124	135	8%
	2006	5	24	29	17%
ST0004152 Total		**121**	**912**	**1033**	**12%**
ST0004161	1985	1	1	2	50%
	1986	2	3	5	40%
	1987		9	9	0%
	1988	3	8	11	27%
	1989	2	8	10	20%
	1990		12	12	0%
	1991	1	13	14	7%
	1992		23	23	0%
	1993	2	40	42	5%
	1994	4	38	42	10%
	1995	4	57	61	7%
	1996	13	59	72	18%
	1997	7	94	101	7%
	1998	14	80	94	15%
	1999	17	122	139	12%
	2000	21	210	231	9%
	2001	31	209	240	13%
	2002	9	91	100	9%
	2003	22	278	300	7%
	2004	9	88	97	9%
	2005	14	281	295	5%
	2006	1	34	35	3%
ST0004161 Total		**177**	**1758**	**1935**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004167	1985	2	1	3	67%
	1986	5	16	21	24%
	1987	1	21	22	5%
	1988	6	25	31	19%
	1989	6	28	34	18%
	1990	5	25	30	17%
	1991	5	33	38	13%
	1992	6	57	63	10%
	1993	4	85	89	4%
	1994	5	82	87	6%
	1995	10	150	160	6%
	1996	22	127	149	15%
	1997	23	171	194	12%
	1998	31	186	217	14%
	1999	25	288	313	8%
	2000	42	439	481	9%
	2001	48	377	425	11%
	2002	24	186	210	11%
	2003	36	519	555	6%
	2004	11	176	187	6%
	2005	14	554	568	2%
	2006	7	59	66	11%
ST0004167 Total		**338**	**3605**	**3943**	**9%**
ST0004170	1985	2	2	4	50%
	1986	4	12	16	25%
	1987	7	12	19	37%
	1988	3	22	25	12%
	1989	5	22	27	19%
	1990	1	34	35	3%
	1991	4	30	34	12%
	1992	9	35	44	20%
	1993	6	53	59	10%
	1994	11	83	94	12%
	1995	5	153	158	3%
	1996	12	112	124	10%
	1997	38	145	183	21%
	1998	21	182	203	10%
	1999	25	258	283	9%
	2000	56	391	447	13%
	2001	50	399	449	11%
	2002	25	157	182	14%
	2003	38	542	580	7%
	2004	18	151	169	11%
	2005	16	599	615	3%
	2006	2	54	56	4%
ST0004170 Total		**358**	**3448**	**3806**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004180	1985		4	4	0%
	1986	1	16	17	6%
	1987	10	21	31	32%
	1988	7	19	26	27%
	1989	8	28	36	22%
	1990	3	41	44	7%
	1991	4	54	58	7%
	1992	3	63	66	5%
	1993	5	78	83	6%
	1994	7	113	120	6%
	1995	10	137	147	7%
	1996	17	107	124	14%
	1997	25	168	193	13%
	1998	30	209	239	13%
	1999	44	276	320	14%
	2000	44	469	513	9%
	2001	51	542	593	9%
	2002	17	204	221	8%
	2003	41	756	797	5%
	2004	8	262	270	3%
	2005	21	816	837	3%
	2006	1	89	90	1%
ST0004180 Total		**357**	**4472**	**4829**	**7%**
ST0004191	1985	2	2	4	50%
	1986	4	7	11	36%
	1987	3	15	18	17%
	1988	2	9	11	18%
	1989	2	14	16	13%
	1990	1	21	22	5%
	1991	2	27	29	7%
	1992	5	31	36	14%
	1993	3	36	39	8%
	1994	7	60	67	10%
	1995	9	90	99	9%
	1996	3	58	61	5%
	1997	17	102	119	14%
	1998	9	95	104	9%
	1999	15	171	186	8%
	2000	17	253	270	6%
	2001	15	278	293	5%
	2002	10	118	128	8%
	2003	10	416	426	2%
	2004	6	124	130	5%
	2005	13	415	428	3%
	2006	13	99	112	12%
ST0004191 Total		**168**	**2441**	**2609**	**6%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004230	1985	3	7	10	30%
	1986	15	26	41	37%
	1987	9	40	49	18%
	1988	8	35	43	19%
	1989	16	56	72	22%
	1990	15	54	69	22%
	1991	15	81	96	16%
	1992	11	99	110	10%
	1993	26	119	145	18%
	1994	11	153	164	7%
	1995	17	268	285	6%
	1996	34	192	226	15%
	1997	33	306	339	10%
	1998	39	344	383	10%
	1999	56	458	514	11%
	2000	82	740	822	10%
	2001	88	771	859	10%
	2002	37	378	415	9%
	2003	69	1027	1096	6%
	2004	25	455	480	5%
	2005	56	1350	1406	4%
	2006	35	489	524	7%
ST0004230 Total		**700**	**7448**	**8148**	**9%**
ST0004243	1985	1	1	2	50%
	1986		4	4	0%
	1987		10	10	0%
	1988	1	10	11	9%
	1989	1	16	17	6%
	1990	2	13	15	13%
	1991	2	16	18	11%
	1992	1	13	14	7%
	1993	1	18	19	5%
	1994	4	44	48	8%
	1995	1	58	59	2%
	1996	3	45	48	6%
	1997	6	93	99	6%
	1998	10	115	125	8%
	1999	11	177	188	6%
	2000	7	222	229	3%
	2001	13	332	345	4%
	2002	15	131	146	10%
	2003	6	478	484	1%
	2004	7	162	169	4%
	2005	11	603	614	2%
	2006	4	93	97	4%
ST0004243 Total		**107**	**2654**	**2761**	**4%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004257	1985	2	9	11	18%
	1986	10	42	52	19%
	1987	15	54	69	22%
	1988	11	58	69	16%
	1989	16	65	81	20%
	1990	22	82	104	21%
	1991	18	103	121	15%
	1992	27	120	147	18%
	1993	22	176	198	11%
	1994	27	232	259	10%
	1995	33	315	348	9%
	1996	66	237	303	22%
	1997	84	352	436	19%
	1998	80	325	405	20%
	1999	77	498	575	13%
	2000	102	767	869	12%
	2001	127	718	845	15%
	2002	70	314	384	18%
	2003	83	899	982	8%
	2004	34	365	399	9%
	2005	63	936	999	6%
	2006	26	185	211	12%
ST0004257 Total		**1015**	**6852**	**7867**	**13%**
ST0004262	1985	1	3	4	25%
	1986	8	15	23	35%
	1987	6	45	51	12%
	1988	12	38	50	24%
	1989	8	54	62	13%
	1990	16	74	90	18%
	1991	11	85	96	11%
	1992	18	120	138	13%
	1993	21	170	191	11%
	1994	15	240	255	6%
	1995	28	296	324	9%
	1996	70	222	292	24%
	1997	77	325	402	19%
	1998	68	345	413	16%
	1999	107	430	537	20%
	2000	107	671	778	14%
	2001	90	599	689	13%
	2002	48	252	300	16%
	2003	59	776	835	7%
	2004	16	250	266	6%
	2005	28	748	776	4%
	2006	4	99	103	4%
ST0004262 Total		**818**	**5857**	**6675**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004298	1985		6	6	0%
	1986	7	23	30	23%
	1987	11	46	57	19%
	1988	9	39	48	19%
	1989	10	66	76	13%
	1990	7	75	82	9%
	1991	9	86	95	9%
	1992	6	108	114	5%
	1993	17	151	168	10%
	1994	26	182	208	13%
	1995	13	328	341	4%
	1996	28	214	242	12%
	1997	49	342	391	13%
	1998	48	396	444	11%
	1999	68	581	649	10%
	2000	90	829	919	10%
	2001	100	921	1021	10%
	2002	51	362	413	12%
	2003	82	1161	1243	7%
	2004	30	393	423	7%
	2005	38	1286	1324	3%
	2006	9	178	187	5%
ST0004298 Total		**708**	**7773**	**8481**	**8%**
ST0004363	1985		3	3	0%
	1986	4	6	10	40%
	1987	2	14	16	13%
	1988		20	20	0%
	1989	3	14	17	18%
	1990		20	20	0%
	1991	4	14	18	22%
	1992	3	23	26	12%
	1993	4	32	36	11%
	1994	4	39	43	9%
	1995	2	67	69	3%
	1996	9	46	55	16%
	1997	10	80	90	11%
	1998	7	110	117	6%
	1999	12	116	128	9%
	2000	8	207	215	4%
	2001	16	213	229	7%
	2002	3	75	78	4%
	2003	8	301	309	3%
	2004	5	88	93	5%
	2005	8	323	331	2%
	2006	2	34	36	6%
ST0004363 Total		**114**	**1845**	**1959**	**6%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004375	1985	1	2	3	33%
	1986	2	9	11	18%
	1987	1	17	18	6%
	1988	1	10	11	9%
	1989	3	14	17	18%
	1990	4	20	24	17%
	1991	1	17	18	6%
	1992	2	30	32	6%
	1993	5	44	49	10%
	1994	5	60	65	8%
	1995	3	104	107	3%
	1996	17	97	114	15%
	1997	23	153	176	13%
	1998	31	206	237	13%
	1999	30	319	349	9%
	2000	51	448	499	10%
	2001	48	529	577	8%
	2002	24	224	248	10%
	2003	48	749	797	6%
	2004	8	274	282	3%
	2005	20	813	833	2%
	2006	9	109	118	8%
ST0004375 Total		**337**	**4248**	**4585**	**7%**
ST0004377	1985	1	4	5	20%
	1986	4	11	15	27%
	1987	1	19	20	5%
	1988		21	21	0%
	1989		17	17	0%
	1990	3	22	25	12%
	1991	3	19	22	14%
	1992	2	29	31	6%
	1993	4	49	53	8%
	1994	5	76	81	6%
	1995	4	129	133	3%
	1996	15	86	101	15%
	1997	23	150	173	13%
	1998	12	150	162	7%
	1999	22	233	255	9%
	2000	33	375	408	8%
	2001	41	405	446	9%
	2002	16	152	168	10%
	2003	23	520	543	4%
	2004	6	171	177	3%
	2005	21	596	617	3%
	2006	42	165	207	20%
ST0004377 Total		**281**	**3399**	**3680**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004397	1985		6	6	0%
	1986	1	21	22	5%
	1987	4	34	38	11%
	1988	3	30	33	9%
	1989	9	52	61	15%
	1990	1	52	53	2%
	1991	8	69	77	10%
	1992	6	61	67	9%
	1993	4	84	88	5%
	1994	6	144	150	4%
	1995	6	173	179	3%
	1996	26	136	162	16%
	1997	29	254	283	10%
	1998	30	265	295	10%
	1999	34	397	431	8%
	2000	45	630	675	7%
	2001	60	655	715	8%
	2002	26	246	272	10%
	2003	46	794	840	5%
	2004	4	246	250	2%
	2005	57	997	1054	5%
	2006	68	181	249	27%
ST0004397 Total		**473**	**5527**	**6000**	**8%**
ST0004405	1985		3	3	0%
	1986	1	7	8	13%
	1987	2	8	10	20%
	1988	4	18	22	18%
	1989	1	11	12	8%
	1990	1	13	14	7%
	1991	3	22	25	12%
	1992	3	32	35	9%
	1993	4	37	41	10%
	1994	4	44	48	8%
	1995	4	82	86	5%
	1996	6	63	69	9%
	1997	13	105	118	11%
	1998	13	107	120	11%
	1999	20	174	194	10%
	2000	15	292	307	5%
	2001	21	315	336	6%
	2002	17	126	143	12%
	2003	19	390	409	5%
	2004	13	139	152	9%
	2005	19	498	517	4%
	2006	6	93	99	6%
ST0004405 Total		**189**	**2579**	**2768**	**7%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004480	1985	1	6	7	14%
	1986	4	8	12	33%
	1987	10	13	23	43%
	1988	7	18	25	28%
	1989	8	32	40	20%
	1990	6	47	53	11%
	1991	7	61	68	10%
	1992	14	79	93	15%
	1993	16	114	130	12%
	1994	21	175	196	11%
	1995	24	234	258	9%
	1996	48	169	217	22%
	1997	56	246	302	19%
	1998	69	290	359	19%
	1999	80	379	459	17%
	2000	65	444	509	13%
	2001	72	457	529	14%
	2002	45	254	299	15%
	2003	52	581	633	8%
	2004	21	242	263	8%
	2005	19	606	625	3%
	2006	15	218	233	6%
	2007		1	1	0%
ST0004480 Total		**660**	**4674**	**5334**	**12%**
ST0004525	1982		1	1	0%
	1985	1	12	13	8%
	1986	4	32	36	11%
	1987	3	27	30	10%
	1988	9	34	43	21%
	1989	8	62	70	11%
	1990	8	54	62	13%
	1991	12	81	93	13%
	1992	19	88	107	18%
	1993	20	138	158	13%
	1994	22	150	172	13%
	1995	45	284	329	14%
	1996	37	251	288	13%
	1997	71	358	429	17%
	1998	73	376	449	16%
	1999	75	595	670	11%
	2000	117	884	1001	12%
	2001	107	961	1068	10%
	2002	52	440	492	11%
	2003	85	1290	1375	6%
	2004	20	410	430	5%
	2005	50	1309	1359	4%
	2006	5	196	201	2%
ST0004525 Total		**843**	**8033**	**8876**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004541	1985	2	2	4	50%
	1986	2	20	22	9%
	1987	6	15	21	29%
	1988	5	23	28	18%
	1989	7	23	30	23%
	1990	6	25	31	19%
	1991	5	37	42	12%
	1992	6	46	52	12%
	1993	5	58	63	8%
	1994	1	78	79	1%
	1995	6	137	143	4%
	1996	22	97	119	18%
	1997	16	146	162	10%
	1998	20	174	194	10%
	1999	27	254	281	10%
	2000	27	385	412	7%
	2001	29	338	367	8%
	2002	6	149	155	4%
	2003	21	469	490	4%
	2004	12	122	134	9%
	2005	18	449	467	4%
	2006	2	68	70	3%
ST0004541 Total		**251**	**3115**	**3366**	**7%**
ST0004582	1985		3	3	0%
	1986	1	7	8	13%
	1987	1	14	15	7%
	1988	2	18	20	10%
	1989		17	17	0%
	1990	5	10	15	33%
	1991	6	16	22	27%
	1992	7	28	35	20%
	1993	7	48	55	13%
	1994	9	65	74	12%
	1995	11	85	96	11%
	1996	12	56	68	18%
	1997	15	85	100	15%
	1998	14	70	84	17%
	1999	21	94	115	18%
	2000	29	134	163	18%
	2001	22	46	68	32%
	2002	14	59	73	19%
	2003	14	105	119	12%
	2004	6	36	42	14%
	2005	6	113	119	5%
	2006	5	51	56	9%
ST0004582 Total		**207**	**1160**	**1367**	**15%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004591	1985	1	3	4	25%
	1986	4	6	10	40%
	1987	1	10	11	9%
	1988		18	18	0%
	1989	2	17	19	11%
	1990	2	9	11	18%
	1991	2	16	18	11%
	1992	3	11	14	21%
	1993	4	33	37	11%
	1994	5	42	47	11%
	1995	7	47	54	13%
	1996	13	63	76	17%
	1997	14	72	86	16%
	1998	17	69	86	20%
	1999	15	137	152	10%
	2000	15	187	202	7%
	2001	22	181	203	11%
	2002	13	73	86	15%
	2003	10	167	177	6%
	2004	9	61	70	13%
	2005	4	169	173	2%
	2006	7	45	52	13%
ST0004591 Total		**170**	**1436**	**1606**	**11%**
ST0004592	1983		1	1	0%
	1985	2	7	9	22%
	1986	7	30	37	19%
	1987	7	40	47	15%
	1988	10	48	58	17%
	1989	5	54	59	8%
	1990	12	57	69	17%
	1991	10	55	65	15%
	1992	11	92	103	11%
	1993	13	148	161	8%
	1994	16	143	159	10%
	1995	17	231	248	7%
	1996	31	241	272	11%
	1997	43	325	368	12%
	1998	52	239	291	18%
	1999	55	419	474	12%
	2000	73	616	689	11%
	2001	62	581	643	10%
	2002	24	237	261	9%
	2003	30	671	701	4%
	2004	22	199	221	10%
	2005	39	789	828	5%
	2006	66	464	530	12%
ST0004592 Total		**607**	**5687**	**6294**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004615	1984		1	1	0%
	1985		1	1	0%
	1986	1	6	7	14%
	1987	1	5	6	17%
	1988		8	8	0%
	1989	4	18	22	18%
	1990	5	17	22	23%
	1991	6	19	25	24%
	1992	2	21	23	9%
	1993	6	28	34	18%
	1994	6	56	62	10%
	1995	5	76	81	6%
	1996	14	77	91	15%
	1997	18	123	141	13%
	1998	28	163	191	15%
	1999	33	189	222	15%
	2000	43	322	365	12%
	2001	37	349	386	10%
	2002	12	123	135	9%
	2003	22	452	474	5%
	2004	5	133	138	4%
	2005	18	468	486	4%
	2006	2	46	48	4%
ST0004615 Total		**268**	**2701**	**2969**	**9%**
ST0004628	1985		1	1	0%
	1986	2	7	9	22%
	1987	2	10	12	17%
	1988	3	10	13	23%
	1989	3	17	20	15%
	1990	6	24	30	20%
	1991	4	26	30	13%
	1992	2	36	38	5%
	1993	3	47	50	6%
	1994	9	79	88	10%
	1995	9	93	102	9%
	1996	22	101	123	18%
	1997	24	180	204	12%
	1998	35	176	211	17%
	1999	25	250	275	9%
	2000	57	408	465	12%
	2001	50	445	495	10%
	2002	25	187	212	12%
	2003	20	590	610	3%
	2004	11	182	193	6%
	2005	34	603	637	5%
	2006	4	83	87	5%
ST0004628 Total		350	3555	3905	9%

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004632	1985	2	5	7	29%
	1986	5	13	18	28%
	1987	4	16	20	20%
	1988	5	20	25	20%
	1989	4	25	29	14%
	1990	8	40	48	17%
	1991	6	43	49	12%
	1992	7	45	52	13%
	1993	4	87	91	4%
	1994	10	100	110	9%
	1995	11	135	146	8%
	1996	26	136	162	16%
	1997	45	217	262	17%
	1998	52	229	281	19%
	1999	55	292	347	16%
	2000	60	415	475	13%
	2001	61	406	467	13%
	2002	28	168	196	14%
	2003	37	491	528	7%
	2004	13	160	173	8%
	2005	21	531	552	4%
	2006	12	152	164	7%
ST0004632 Total		**476**	**3726**	**4202**	**11%**
ST0004657	1985		3	3	0%
	1986	7	32	39	18%
	1987	6	43	49	12%
	1988	6	42	48	13%
	1989	11	59	70	16%
	1990	5	69	74	7%
	1991	15	58	73	21%
	1992	5	69	74	7%
	1993	12	124	136	9%
	1994	11	152	163	7%
	1995	10	216	226	4%
	1996	23	187	210	11%
	1997	45	280	325	14%
	1998	36	297	333	11%
	1999	50	397	447	11%
	2000	53	642	695	8%
	2001	61	601	662	9%
	2002	29	200	229	13%
	2003	21	715	736	3%
	2004	5	202	207	2%
	2005	21	678	699	3%
	2006	3	79	82	4%
ST0004657 Total		**435**	**5145**	**5580**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004658	1985	3	1	4	75%
	1986	4	18	22	18%
	1987	11	18	29	38%
	1988	6	35	41	15%
	1989	5	36	41	12%
	1990	4	33	37	11%
	1991	4	52	56	7%
	1992	8	49	57	14%
	1993	7	72	79	9%
	1994	5	91	96	5%
	1995	6	141	147	4%
	1996	24	138	162	15%
	1997	27	162	189	14%
	1998	24	206	230	10%
	1999	46	279	325	14%
	2000	40	490	530	8%
	2001	49	466	515	10%
	2002	39	223	262	15%
	2003	51	594	645	8%
	2004	31	247	278	11%
	2005	36	657	693	5%
	2006	22	159	181	12%
ST0004658 Total		**452**	**4167**	**4619**	**10%**
ST0004696	1984		1	1	0%
	1985	2	6	8	25%
	1986	4	11	15	27%
	1987	4	15	19	21%
	1988	1	14	15	7%
	1989	3	16	19	16%
	1990	6	22	28	21%
	1991	3	30	33	9%
	1992	4	35	39	10%
	1993	5	54	59	8%
	1994	8	71	79	10%
	1995	12	101	113	11%
	1996	23	72	95	24%
	1997	21	124	145	14%
	1998	19	130	149	13%
	1999	20	176	196	10%
	2000	39	271	310	13%
	2001	33	278	311	11%
	2002	18	114	132	14%
	2003	30	355	385	8%
	2004	8	131	139	6%
	2005	16	357	373	4%
	2006	4	54	58	7%
ST0004696 Total		**283**	**2438**	**2721**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004701	1985		7	7	0%
	1986	2	27	29	7%
	1987	10	34	44	23%
	1988	3	47	50	6%
	1989	3	56	59	5%
	1990	4	48	52	8%
	1991	6	59	65	9%
	1992	8	70	78	10%
	1993	11	109	120	9%
	1994	16	129	145	11%
	1995	20	225	245	8%
	1996	27	212	239	11%
	1997	36	224	260	14%
	1998	43	257	300	14%
	1999	36	360	396	9%
	2000	57	625	682	8%
	2001	78	605	683	11%
	2002	31	191	222	14%
	2003	44	708	752	6%
	2004	18	187	205	9%
	2005	28	671	699	4%
	2006	1	55	56	2%
ST0004701 Total		**482**	**4906**	**5388**	**9%**
ST0004710	1985		3	3	0%
	1986	5	19	24	21%
	1987	5	21	26	19%
	1988	7	26	33	21%
	1989	8	29	37	22%
	1990	8	19	27	30%
	1991	3	28	31	10%
	1992	1	44	45	2%
	1993	6	65	71	8%
	1994	9	62	71	13%
	1995	7	89	96	7%
	1996	8	89	97	8%
	1997	6	122	128	5%
	1998	9	111	120	8%
	1999	8	157	165	5%
	2000	16	185	201	8%
	2001	18	153	171	11%
	2002	5	56	61	8%
	2003	7	147	154	5%
	2004	6	53	59	10%
	2005	1	138	139	1%
	2006	1	20	21	5%
ST0004710 Total		**144**	**1636**	**1780**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004713	1985	3	5	8	38%
	1986	7	17	24	29%
	1987	8	32	40	20%
	1988	4	33	37	11%
	1989	7	57	64	11%
	1990	4	33	37	11%
	1991	12	45	57	21%
	1992	8	56	64	13%
	1993	13	79	92	14%
	1994	15	107	122	12%
	1995	17	145	162	10%
	1996	34	127	161	21%
	1997	47	141	188	25%
	1998	38	167	205	19%
	1999	37	233	270	14%
	2000	60	323	383	16%
	2001	53	261	314	17%
	2002	23	93	116	20%
	2003	40	301	341	12%
	2004	10	83	93	11%
	2005	10	290	300	3%
	2006	4	20	24	17%
ST0004713 Total		**454**	**2648**	**3102**	**15%**
ST0004722	1984		1	1	0%
	1985	3	4	7	43%
	1986	7	27	34	21%
	1987	10	51	61	16%
	1988	14	67	81	17%
	1989	13	67	80	16%
	1990	14	106	120	12%
	1991	18	93	111	16%
	1992	24	155	179	13%
	1993	24	196	220	11%
	1994	21	235	256	8%
	1995	22	363	385	6%
	1996	65	330	395	16%
	1997	108	522	630	17%
	1998	107	544	651	16%
	1999	120	775	895	13%
	2000	158	1133	1291	12%
	2001	160	1144	1304	12%
	2002	68	516	584	12%
	2003	147	1672	1819	8%
	2004	48	599	647	7%
	2005	75	1806	1881	4%
	2006	46	478	524	9%
ST0004722 Total		**1272**	**10884**	**12156**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004739	1985	2	3	5	40%
	1986	6	21	27	22%
	1987	2	26	28	7%
	1988	8	30	38	21%
	1989	11	48	59	19%
	1990	6	39	45	13%
	1991	7	51	58	12%
	1992	11	69	80	14%
	1993	9	93	102	9%
	1994	9	134	143	6%
	1995	17	186	203	8%
	1996	42	191	233	18%
	1997	35	307	342	10%
	1998	48	358	406	12%
	1999	71	527	598	12%
	2000	58	734	792	7%
	2001	93	673	766	12%
	2002	27	297	324	8%
	2003	53	763	816	6%
	2004	27	229	256	11%
	2005	36	827	863	4%
	2006	18	257	275	7%
ST0004739 Total		**596**	**5863**	**6459**	**9%**
ST0004745	1985	1	2	3	33%
	1986	3	10	13	23%
	1987	1	18	19	5%
	1988		24	24	0%
	1989	6	25	31	19%
	1990	5	23	28	18%
	1991	1	22	23	4%
	1992	3	41	44	7%
	1993	7	44	51	14%
	1994	3	63	66	5%
	1995	3	92	95	3%
	1996	12	74	86	14%
	1997	22	85	107	21%
	1998	24	97	121	20%
	1999	20	134	154	13%
	2000	32	225	257	12%
	2001	36	208	244	15%
	2002	12	69	81	15%
	2003	16	212	228	7%
	2004	3	46	49	6%
	2005	8	213	221	4%
	2006	4	40	44	9%
ST0004745 Total		**222**	**1767**	**1989**	**11%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004750	1985	1	5	6	17%
	1986	5	20	25	20%
	1987	7	23	30	23%
	1988	6	27	33	18%
	1989	10	33	43	23%
	1990	3	27	30	10%
	1991	4	36	40	10%
	1992	3	65	68	4%
	1993	12	74	86	14%
	1994	24	129	153	16%
	1995	15	192	207	7%
	1996	38	170	208	18%
	1997	51	232	283	18%
	1998	41	262	303	14%
	1999	56	363	419	13%
	2000	69	535	604	11%
	2001	75	453	528	14%
	2002	26	245	271	10%
	2003	58	663	721	8%
	2004	24	213	237	10%
	2005	37	714	751	5%
	2006	3	70	73	4%
ST0004750 Total		**568**	**4551**	**5119**	**11%**
ST0004762	1985	1	1	2	50%
	1986	3	17	20	15%
	1987	3	17	20	15%
	1988	5	21	26	19%
	1989	2	21	23	9%
	1990	2	30	32	6%
	1991	2	25	27	7%
	1992	5	33	38	13%
	1993	4	42	46	9%
	1994	8	69	77	10%
	1995	4	105	109	4%
	1996	18	92	110	16%
	1997	14	127	141	10%
	1998	21	148	169	12%
	1999	19	200	219	9%
	2000	29	244	273	11%
	2001	45	251	296	15%
	2002	18	102	120	15%
	2003	18	291	309	6%
	2004	7	78	85	8%
	2005	11	252	263	4%
	2006	1	18	19	5%
ST0004762 Total		**240**	**2184**	**2424**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004764	1985		1	1	0%
	1986		7	7	0%
	1987	2	5	7	29%
	1988	2	11	13	15%
	1989	1	19	20	5%
	1990	3	14	17	18%
	1991	2	17	19	11%
	1992		28	28	0%
	1993	5	34	39	13%
	1994	3	55	58	5%
	1995	4	70	74	5%
	1996	9	64	73	12%
	1997	12	108	120	10%
	1998	9	123	132	7%
	1999	21	176	197	11%
	2000	21	256	277	8%
	2001	25	274	299	8%
	2002	18	97	115	16%
	2003	17	390	407	4%
	2004	9	102	111	8%
	2005	23	472	495	5%
	2006	6	114	120	5%
ST0004764 Total		**192**	**2437**	**2629**	**7%**
ST0004765	1985	1	1	2	50%
	1986		6	6	0%
	1987	2	16	18	11%
	1988	3	14	17	18%
	1989	4	19	23	17%
	1990	5	26	31	16%
	1991	5	20	25	20%
	1992	5	46	51	10%
	1993	7	49	56	13%
	1994	11	71	82	13%
	1995	11	97	108	10%
	1996	35	150	185	19%
	1997	45	195	240	19%
	1998	42	203	245	17%
	1999	54	261	315	17%
	2000	65	435	500	13%
	2001	66	370	436	15%
	2002	31	176	207	15%
	2003	33	513	546	6%
	2004	14	193	207	7%
	2005	22	499	521	4%
	2006	6	83	89	7%
ST0004765 Total		**467**	**3443**	**3910**	**12%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004769	1985	4	7	11	36%
	1986	3	14	17	18%
	1987	5	12	17	29%
	1988	6	23	29	21%
	1989	4	24	28	14%
	1990	3	19	22	14%
	1991	1	47	48	2%
	1992	6	31	37	16%
	1993	6	56	62	10%
	1994	8	78	86	9%
	1995	16	140	156	10%
	1996	12	110	122	10%
	1997	21	148	169	12%
	1998	29	175	204	14%
	1999	22	258	280	8%
	2000	32	313	345	9%
	2001	48	306	354	14%
	2002	18	126	144	13%
	2003	28	378	406	7%
	2004	6	126	132	5%
	2005	15	446	461	3%
	2006	7	118	125	6%
ST0004769 Total		**300**	**2955**	**3255**	**9%**
ST0004772	1985		1	1	0%
	1986	2	14	16	13%
	1987	2	23	25	8%
	1988	6	30	36	17%
	1989	1	34	35	3%
	1990	2	23	25	8%
	1991	10	38	48	21%
	1992	5	50	55	9%
	1993	15	65	80	19%
	1994	6	82	88	7%
	1995	7	136	143	5%
	1996	18	105	123	15%
	1997	26	178	204	13%
	1998	14	179	193	7%
	1999	17	249	266	6%
	2000	30	333	363	8%
	2001	21	327	348	6%
	2002	12	114	126	10%
	2003	25	374	399	6%
	2004	3	94	97	3%
	2005	7	328	335	2%
	2006	1	16	17	6%
	2007		1	1	0%
ST0004772 Total		**230**	**2794**	**3024**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004777	1985		2	2	0%
	1986	5	17	22	23%
	1987	5	13	18	28%
	1988	9	45	54	17%
	1989	5	33	38	13%
	1990	8	30	38	21%
	1991	7	43	50	14%
	1992	10	65	75	13%
	1993	9	95	104	9%
	1994	16	126	142	11%
	1995	24	192	216	11%
	1996	38	157	195	19%
	1997	49	242	291	17%
	1998	39	203	242	16%
	1999	47	310	357	13%
	2000	52	411	463	11%
	2001	70	361	431	16%
	2002	30	171	201	15%
	2003	42	413	455	9%
	2004	19	171	190	10%
	2005	29	541	570	5%
	2006	11	89	100	11%
ST0004777 Total		**524**	**3730**	**4254**	**12%**
ST0004788	1985		5	5	0%
	1986	3	13	16	19%
	1987	4	21	25	16%
	1988	8	20	28	29%
	1989	4	32	36	11%
	1990	12	52	64	19%
	1991	8	53	61	13%
	1992	15	68	83	18%
	1993	21	104	125	17%
	1994	21	160	181	12%
	1995	24	199	223	11%
	1996	65	188	253	26%
	1997	79	224	303	26%
	1998	63	196	259	24%
	1999	68	282	350	19%
	2000	92	370	462	20%
	2001	89	338	427	21%
	2002	51	201	252	20%
	2003	54	355	409	13%
	2004	21	191	212	10%
	2005	25	357	382	7%
	2006	17	106	123	14%
	2007		1	1	0%
ST0004788 Total		**744**	**3536**	**4280**	**17%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004816	1984		1	1	0%
	1985		7	7	0%
	1986		10	10	0%
	1987	2	8	10	20%
	1988	3	15	18	17%
	1989	5	24	29	17%
	1990	4	17	21	19%
	1991	4	26	30	13%
	1992	1	27	28	4%
	1993	5	59	64	8%
	1994	3	76	79	4%
	1995	6	99	105	6%
	1996	17	71	88	19%
	1997	24	107	131	18%
	1998	22	127	149	15%
	1999	25	156	181	14%
	2000	34	229	263	13%
	2001	32	216	248	13%
	2002	16	92	108	15%
	2003	20	292	312	6%
	2004	14	112	126	11%
	2005	30	327	357	8%
	2006	31	80	111	28%
ST0004816 Total		**298**	**2178**	**2476**	**12%**
ST0004817	1985	1	2	3	33%
	1986	1	5	6	17%
	1987	1	7	8	13%
	1988	3	12	15	20%
	1989	1	18	19	5%
	1990	2	24	26	8%
	1991	2	27	29	7%
	1992	3	48	51	6%
	1993	7	51	58	12%
	1994	5	70	75	7%
	1995	7	108	115	6%
	1996	22	114	136	16%
	1997	25	107	132	19%
	1998	13	135	148	9%
	1999	22	161	183	12%
	2000	21	282	303	7%
	2001	32	235	267	12%
	2002	7	92	99	7%
	2003	16	257	273	6%
	2004	4	67	71	6%
	2005	5	261	266	2%
	2006	3	33	36	8%
ST0004817 Total		**203**	**2116**	**2319**	**9%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004820	1985	2	5	7	29%
	1986	3	17	20	15%
	1987	13	25	38	34%
	1988	11	28	39	28%
	1989	21	53	74	28%
	1990	19	96	115	17%
	1991	25	92	117	21%
	1992	23	117	140	16%
	1993	35	176	211	17%
	1994	47	264	311	15%
	1995	45	352	397	11%
	1996	99	220	319	31%
	1997	101	300	401	25%
	1998	105	301	406	26%
	1999	113	386	499	23%
	2000	95	465	560	17%
	2001	90	350	440	20%
	2002	54	239	293	18%
	2003	46	349	395	12%
	2004	38	165	203	19%
	2005	25	340	365	7%
	2006	12	67	79	15%
ST0004820 Total		**1022**	**4407**	**5429**	**19%**
ST0004828	1985	4	4	8	50%
	1986	5	18	23	22%
	1987	5	30	35	14%
	1988	5	49	54	9%
	1989	11	60	71	15%
	1990	16	85	101	16%
	1991	28	70	98	29%
	1992	26	124	150	17%
	1993	36	173	209	17%
	1994	37	261	298	12%
	1995	43	353	396	11%
	1996	104	257	361	29%
	1997	105	349	454	23%
	1998	117	377	494	24%
	1999	121	489	610	20%
	2000	143	703	846	17%
	2001	114	573	687	17%
	2002	78	240	318	25%
	2003	74	737	811	9%
	2004	28	275	303	9%
	2005	35	683	718	5%
	2006	3	84	87	3%
ST0004828 Total		**1138**	**5994**	**7132**	**16%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004837	1986	5	9	14	36%
	1987	3	20	23	13%
	1988	6	20	26	23%
	1989	8	29	37	22%
	1990	7	37	44	16%
	1991	10	54	64	16%
	1992	9	59	68	13%
	1993	12	88	100	12%
	1994	13	119	132	10%
	1995	16	169	185	9%
	1996	35	145	180	19%
	1997	37	215	252	15%
	1998	33	229	262	13%
	1999	41	265	306	13%
	2000	51	394	445	11%
	2001	42	355	397	11%
	2002	26	114	140	19%
	2003	39	393	432	9%
	2004	10	126	136	7%
	2005	16	339	355	5%
	2006	1	29	30	3%
ST0004837 Total		**420**	**3208**	**3628**	**12%**
ST0004839	1985		5	5	0%
	1986	2	16	18	11%
	1987	1	15	16	6%
	1988	7	25	32	22%
	1989	7	43	50	14%
	1990	6	46	52	12%
	1991	4	51	55	7%
	1992	4	64	68	6%
	1993	8	89	97	8%
	1994	7	146	153	5%
	1995	9	193	202	4%
	1996	17	145	162	10%
	1997	34	230	264	13%
	1998	24	225	249	10%
	1999	40	336	376	11%
	2000	45	434	479	9%
	2001	32	460	492	7%
	2002	24	217	241	10%
	2003	41	563	604	7%
	2004	19	219	238	8%
	2005	16	684	700	2%
	2006	20	178	198	10%
ST0004839 Total		**367**	**4384**	**4751**	**8%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004843	1985		3	3	0%
	1986	1	24	25	4%
	1987	5	27	32	16%
	1988	4	35	39	10%
	1989	4	40	44	9%
	1990	4	31	35	11%
	1991	2	45	47	4%
	1992	7	68	75	9%
	1993	11	99	110	10%
	1994	12	153	165	7%
	1995	8	177	185	4%
	1996	36	200	236	15%
	1997	34	255	289	12%
	1998	46	296	342	13%
	1999	51	403	454	11%
	2000	72	609	681	11%
	2001	82	604	686	12%
	2002	26	203	229	11%
	2003	46	850	896	5%
	2004	12	248	260	5%
	2005	34	1024	1058	3%
	2006	3	116	119	3%
ST0004843 Total		**500**	**5510**	**6010**	**8%**
ST0004847	1985	3	4	7	43%
	1986	11	19	30	37%
	1987	4	26	30	13%
	1988	12	43	55	22%
	1989	4	54	58	7%
	1990	7	46	53	13%
	1991	8	48	56	14%
	1992	13	66	79	16%
	1993	15	97	112	13%
	1994	20	139	159	13%
	1995	21	163	184	11%
	1996	34	147	181	19%
	1997	39	244	283	14%
	1998	32	228	260	12%
	1999	46	322	368	13%
	2000	51	517	568	9%
	2001	71	522	593	12%
	2002	14	163	177	8%
	2003	42	622	664	6%
	2004	15	173	188	8%
	2005	22	694	716	3%
	2006	2	73	75	3%
ST0004847 Total		**486**	**4410**	**4896**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004854	1985	4	7	11	36%
	1986	10	16	26	38%
	1987	3	37	40	8%
	1988	14	56	70	20%
	1989	13	75	88	15%
	1990	10	68	78	13%
	1991	10	81	91	11%
	1992	28	139	167	17%
	1993	17	190	207	8%
	1994	26	233	259	10%
	1995	37	369	406	9%
	1996	65	329	394	16%
	1997	88	456	544	16%
	1998	112	521	633	18%
	1999	111	650	761	15%
	2000	134	915	1049	13%
	2001	156	835	991	16%
	2002	64	376	440	15%
	2003	89	1061	1150	8%
	2004	26	326	352	7%
	2005	79	1256	1335	6%
	2006	19	203	222	9%
ST0004854 Total		**1115**	**8199**	**9314**	**12%**
ST0004855	1985	2	5	7	29%
	1986	3	6	9	33%
	1987	6	11	17	35%
	1988	7	28	35	20%
	1989	6	36	42	14%
	1990	12	38	50	24%
	1991	13	38	51	25%
	1992	22	51	73	30%
	1993	17	89	106	16%
	1994	12	106	118	10%
	1995	16	142	158	10%
	1996	49	120	169	29%
	1997	53	146	199	27%
	1998	66	146	212	31%
	1999	56	187	243	23%
	2000	65	236	301	22%
	2001	56	196	252	22%
	2002	42	92	134	31%
	2003	32	171	203	16%
	2004	14	73	87	16%
	2005	9	161	170	5%
	2006	1	16	17	6%
ST0004855 Total		**559**	**2094**	**2653**	**21%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004866	1985	2	4	6	33%
	1986	6	10	16	38%
	1987	5	14	19	26%
	1988	7	27	34	21%
	1989	7	35	42	17%
	1990	12	41	53	23%
	1991	10	52	62	16%
	1992	14	84	98	14%
	1993	22	112	134	16%
	1994	21	153	174	12%
	1995	21	206	227	9%
	1996	46	106	152	30%
	1997	58	204	262	22%
	1998	54	198	252	21%
	1999	65	281	346	19%
	2000	82	346	428	19%
	2001	78	319	397	20%
	2002	27	182	209	13%
	2003	40	330	370	11%
	2004	17	144	161	11%
	2005	22	349	371	6%
	2006	1	27	28	4%
ST0004866 Total		**617**	**3224**	**3841**	**16%**
ST0004867	1984	1		1	100%
	1985	2	12	14	14%
	1986	6	34	40	15%
	1987	8	45	53	15%
	1988	17	73	90	19%
	1989	16	80	96	17%
	1990	22	106	128	17%
	1991	26	111	137	19%
	1992	28	150	178	16%
	1993	36	235	271	13%
	1994	58	307	365	16%
	1995	53	468	521	10%
	1996	111	367	478	23%
	1997	121	534	655	18%
	1998	123	517	640	19%
	1999	129	661	790	16%
	2000	176	876	1052	17%
	2001	164	909	1073	15%
	2002	76	422	498	15%
	2003	92	1128	1220	8%
	2004	36	313	349	10%
	2005	43	1070	1113	4%
	2006	3	129	132	2%
ST0004867 Total		**1347**	**8547**	**9894**	**14%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004870	1984		1	1	0%
	1986		7	7	0%
	1987	1	6	7	14%
	1988		9	9	0%
	1989	3	10	13	23%
	1990	2	10	12	17%
	1991	2	12	14	14%
	1992	3	12	15	20%
	1993		20	20	0%
	1994	3	23	26	12%
	1995	1	45	46	2%
	1996	3	36	39	8%
	1997	11	57	68	16%
	1998	9	63	72	13%
	1999	5	79	84	6%
	2000	10	109	119	8%
	2001	13	137	150	9%
	2002	6	56	62	10%
	2003	5	199	204	2%
	2004	1	61	62	2%
	2005	4	261	265	2%
	2006		13	13	0%
ST0004870 Total		**82**	**1226**	**1308**	**6%**
ST0004871	1985		1	1	0%
	1986	4	5	9	44%
	1987	5	13	18	28%
	1988	3	13	16	19%
	1989	4	16	20	20%
	1990	2	18	20	10%
	1991	4	19	23	17%
	1992	4	37	41	10%
	1993	7	44	51	14%
	1994	7	72	79	9%
	1995	8	101	109	7%
	1996	10	74	84	12%
	1997	21	142	163	13%
	1998	19	161	180	11%
	1999	27	209	236	11%
	2000	53	359	412	13%
	2001	36	307	343	10%
	2002	22	129	151	15%
	2003	27	390	417	6%
	2004	9	100	109	8%
	2005	20	435	455	4%
	2006		32	32	0%
ST0004871 Total		**292**	**2677**	**2969**	**10%**

Table (a) (3 & 4). # of Tests by Station, % Fail By Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004875	1985		3	3	0%
	1986	4	5	9	44%
	1987	1	5	6	17%
	1988	1	7	8	13%
	1989	3	14	17	18%
	1990	4	12	16	25%
	1991	3	18	21	14%
	1992	3	22	25	12%
	1993	4	24	28	14%
	1994	8	25	33	24%
	1995	3	57	60	5%
	1996	3	29	32	9%
	1997	12	48	60	20%
	1998	8	60	68	12%
	1999	10	52	62	16%
	2000	8	70	78	10%
	2001	12	76	88	14%
	2002	2	27	29	7%
	2003	10	97	107	9%
	2004	7	63	70	10%
	2005	11	157	168	7%
	2006	8	98	106	8%
ST0004875 Total		**125**	**969**	**1094**	**11%**
Grand Total		**118028**	**984377**	**1102405**	**11%**

Table (b) (1) & (2)(i,ii, & v) Quality Assurance			
	Beginnning of Year	Left Program	Added to Program
No. of Inspection stations/lanes operating throughout 2009	281	9	10
Receiving overt performance audits in 2009	278		
Not Receiving overt performance audits in 2009	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 2009	All Test Types	OBD Tests	ASM Tests
Receiving Covert Audits	246	247	237
Not Receiving Covert Audits	0	0	0
Number of Covert Audits	627	390	237
Conducted with vehicle set to fail	390	390	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	87	87	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 2008	8	5	3
Total number of Covert auditors available for undercover audits in 2008	16	16	16

Table (b) (4)(I & ii) Quality Assurance		
	Stations	Inspectors
Suspended as a result of covert audits	4	7
Suspended for other reasons	3	2

Table (b) (5) Quality Assurance	
Certified Testing Inspectors as of 12/31/09	1075

Table (d) (1)(v).	
Time Extension and Other Exemptions	6,393

Table (d) (3)(i). # and % of subject vehicles that were tested by the initial deadline	
Deadline	**% of Vehicles**
On Due date	3.45%
1-30 days early	40.54%
31-60 days early	18.80%
61-90 days early	0.28%
91-120 days early	0.14%
> 120 days early	1.83%
1-30 days late	12.08%
31-60 days late	3.30%
61-90 days late	1.74%
91-120 days late	1.28%
> 120 days late	16.51%

Figures based on 'Noticed' vehicles/tested volume of 990,875

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**	2	1	
0017	Morande Linc-Merc	**1**	2	0	
0019	Artioli Dodge	**1**	2	0	
0020	Cargill Chevrolet Co	**1**	2	0	
0023	Robert's Chrysler-Dodge	**1**	4	3	
0034	Bob Valenti Chevrolet-Olds	**1**	2	3	
0036	Hoffman Auto Group	**1**	2	0	
0065	Stevens Ford Linc-Merc	**1**	2	1	
0107	King Olds-Cadillac	**1**	4	0	
0112	Brustolon	**1**	3	2	
0120	Girard Ford	**1**	5	2	
0125	Candlewood Valley Motors	**1**	3	2	
0129	Southworth's Chrysler	**1**	2	2	
0132	Middletown Toyota	**1**	3	2	
0171	O'Neills	**1**	4	0	
0193	M J Sullivan Auto	**1**	3	2	
0229	Hartford Toyota Superstore	**1**	2	2	
0315	Schaller Tire Distributer	**1**	4	1	
0326	Midas	**1**	4	1	
0328	Automotive Plus	**1**	3	0	
0359	Laurel Automotive	**1**	2	0	
0386	Hamelin & Sons	**1**	2	1	
0412	Arnold's Garage	**1**	3	3	
0434	Midas	**1**	7	0	
0469	Lees Auto Center	**1**	4	1	
0493	Midas	**1**	3	1	
0516	Hallmark Tire Co	**1**	6	1	
0520	Farmington Motor Sports	**1**	2	2	
0525	Firestone	**1**	2	2	
0549	Morande Ford	**1**	3	2	
0557	Kensington Auto	**1**	2	1	
0581	J & M Corvettes	**1**	4	1	
0616	Firestone	**1**	3	0	
0618	Computer Tune & Lube	**1**	2	0	
0621	Ex-Per Tech	**1**	6	1	
0648	Bolton Motors	**1**	5	1	
0697	Firestone	**1**	5	1	
0718	Ceglarz	**1**	3	1	
0725	Story Bros, Inc.	**1**	3	3	
0730	Midas	**1**	3	3	
0776	Anthony's Service	**1**	2	1	
0779	Central Conn Tire	**1**	3	2	
0790	Farm Car Care	**1**	2	0	
0809	Moore's Auto	**1**	3	0	
0825	Meineke	**1**	2	0	
0915	Bolles Chrysler-Didge	**1**	3	1	
0951	Ready Credit	**1**	3	0	
0963	Firestone	**1**	3	0	
0969	Meineke	**1**	4	0	
0971	Computer Tune & Lube	**1**	3	1	
0972	Mad Hatter	**1**	3	0	
0986	Suburban Tire	**1**	3	0	
0994	Tolland Citgo	**1**	3	0	
1010	Small Town	**1**	3	0	
1056	Scata's Auto	**1**	2	1	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
1095	Prospect Foreign Car	**1**	2	1	
1131	Main Street Automotive	**1**	2	0	
1193	Herb's Auto Electric	**1**	5	1	
1216	Wethersfield Auto	**1**	4	0	
1220	Midas - Rocky Hill	**1**	4	2	
1235	Valvoline	**1**	3	1	
1253	Midas	**1**	4	2	
1264	Mike's Auto	**1**	3	1	
1267	Mirabelli Auto	**1**	2	1	
1270	R & M Auto	**1**	4	1	
1274	West Hill Auto	**1**	2	2	
1284	Modern Tire	**1**	3	0	
1294	Modern Tire	**1**	6	6	
1297	Aquas Buenas	**1**	6	1	
1299	B & S Auto	**1**	4	1	
1303	South Green Auto	**1**	2	0	
1368	Lyons Service	**1**	3	0	
1371	Cox's Service	**1**	3	2	
1377	A & P Auto	**1**	3	0	
1401	Nutmeg Auto	**1**	4	1	
1423	Midas	**1**	6	0	
1511	T and B Motor Sales	**1**	3	1	
1519	Raymond's Auto	**1**	4	0	
1594	Town Hill Auto	**1**	3	0	
1615	Firestone	**1**	4	0	
1646	Bob's Auto	**1**	3	1	
1660	Midas	**1**	2	0	
1662	Meineke	**1**	4	0	
1679	Montville Auto	**1**	2	0	
1704	Precision Motors, Inc.	**1**	2	0	
1725	Nick's Service Center	**1**	2	1	
1730	Hometown Auto	**1**	2	1	
1750	Midas Auto Center	**1**	3	0	
1767	Firestone	**1**	5	1	
1790	Cory's Auto Care	**1**	4	2	
1797	Shoreline Service	**1**	5	2	
1799	All Pro Automotive	**1**	2	0	
1805	Plainfield Shell	**1**	4	2	
1835	Montville Auto	**1**	3	0	
1876	General Muffler	**1**	2	1	
1889	Gabe's Service Station	**1**	2	0	
1896	A & M Service Station	**1**	2	0	
1944	Branford Auto Center	**1**	3	1	
1969	Cheshire Shell Service	**1**	4	3	
1970	Cheshire Tire & Auto	**1**	2	0	
2018	D and R Automotive	**1**	3	2	
2020	Hammonassett Ford	**1**	3	1	
2026	Desmonds Auto Sales	**1**	4	2	
2060	Cromwell Automotive	**1**	2	0	
2120	Greenfield Hill Service	**1**	3	2	
2133	Firestone	**1**	4	2	
2141	Fairfield Tire & Auto	**1**	4	2	
2149	Meineke	**1**	2	0	
2153	Sport Hill Service Station.	**1**	3	2	
2178	Nick's Precision Auto	**1**	2	0	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
2181	Auto Associates	**1**	2	1	
2233	Cos' Central Auto	**1**	3	1	
2267	Harte Chevrolet	**1**	2	0	
2280	Auto Sales and Service of Durham LLC	**1**	6	3	
2304	Alarcon Tire Co	**1**	2	2	
2318	Fine Tunes	**1**	3	2	
2330	BellTown Motors	**1**	2	2	
2340	European Motorcars	**1**	2	1	
2358	Computer Tune & Lube	**1**	3	3	
2365	Midas	**1**	5	1	
2373	Personal Auto Care	**1**	3	0	
2380	New Image Auto	**1**	3	2	
2419	Robert's Service Center	**1**	4	0	
2427	Westshore Motors	**1**	4	2	
2467	Meineke Discount Mufflers	**1**	3	0	
2493	Amaral Motors, Inc.	**1**	2	1	
2540	J P Automotive LLC	**1**	2	1	
2560	Tech One Automotive	**1**	3	1	
2573	Oceanside Auto	**1**	4	2	
2578	Grossman Chevrolet	**1**	2	0	
2593	Bens Service Center	**1**	3	1	
2603	Meineke	**1**	1	0	
2631	Portland Automotive	**1**	3	0	
2651	East Coast Four-Wheel	**1**	3	1	
2652	Falbos Tire and Auto	**1**	3	2	
2672	AJ'S Center Service	**1**	2	0	
2722	Computer Tune and Lube	**1**	4	2	
2740	Mad Hatter Muffler	**1**	2	0	
2744	Tire Depot Plus	**1**	3	1	
2822	Frenchys Auto .	**1**	3	1	
2830	Nelson's Automotive	**1**	2	0	
2880	Broadbridge Auto Service	**1**	2	1	
2884	Don Schiffer's Auto	**1**	3	0	
2903	Cars, Inc.	**1**	4	1	
2915	Midas	**1**	3	1	
2919	Meineke Discount Mufflers	**1**	3	2	
2955	Nova Automotive	**1**	2	2	
2964	Canzanella Brothers	**1**	3	1	
3004	Annex Auto Repair	**1**	2	0	
3102	Auto Specialist	**1**	3	3	
3106	Campbell Motor Sales.	**1**	4	3	
3107	Chuck's Garage	**1**	3	0	
3176	Circle A Auto	**1**	4	3	
3190	Partyka Chevrolet	**1**	2	2	
3192	Dougan Automotive	**1**	3	3	
3225	Tire Doctor	**1**	2	2	
3253	Crest Lincoln Mercury	**1**	4	2	
3292	Joey's Capitol-Wood	**1**	2	1	
3406	Genesis Motorworks	**1**	2	0	
3432	E & S Auto	**1**	2	0	
3437	Monroe Muffler	**1**	3	1	
3449	Boston Ave Auto (Getty)	**1**	2	0	
3458	Knecht's Garage	**1**	5	0	
3483	Breezy Point Auto	**1**	2	1	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
3498	Model Garage.	**1**	6	4	
3548	Montambault's	**1**	4	2	
3592	Superior Transmissions	**1**	2	1	
3662	United Auto	**1**	2	2	
3724	Superior Transmissions	**1**	4	0	
3732	Litchfield Hills Motorsports	**1**	3	1	
3739	Bennett Motor Works	**1**	5	1	
3746	Sunshine Car Repair	**1**	2	1	
3767	Mezzio Auto Body	**1**	4	2	
3876	The Quiet Zone	**1**	3	3	
3932	Wilson Dodge Nissan	**1**	6	3	
3937	Northwest Hills Chrysler	**1**	7	2	
3939	Abate Autobody and Collision	**1**	4	4	
3943	Bahr Auto Repair	**1**	5	2	
3976	The Quiet Zone	**1**	3	0	
3988	Valenti Motors	**1**	3	1	
3997	Murray Bros Garage	**1**	2	0	
4004	Belardinelli Tire Comp	**1**	5	1	
4016	Firestone	**1**	3	2	
4034	A 1 Service Center	**1**	3	0	
4040	Cardinale Auto Repair.	**1**	3	0	
4080	Danbury Chevy Olds	**1**	1	0	Closed during year
4107	Federal Towing	**1**	4	2	
4111	Wilton Service	**1**	2	0	
4118	Meineke Care Care Center	**1**	1	1	New last half of year
4152	Motor Works	**1**	3	0	
4161	Danbury Autowerks	**1**	2	1	
4167	Superior Service (Getty)	**1**	2	0	
4170	New Fairfield Automotive	**1**	3	0	
4180	Noroton Getty	**1**	3	2	
4191	Darien Auto Center	**1**	2	1	
4230	Greenwich Shell	**1**	2	0	
4243	AC Autobody	**1**	3	1	
4257	New Canaan Ave. Service	**1**	4	0	
4262	The Brigg's Tire Co.	**1**	5	3	
4298	Hank Mays Goodyear	**1**	2	0	
4363	Soundview North Service	**1**	2	1	
4375	Copps Hill Shell	**1**	2	0	
4377	Limestone Service	**1**	3	1	
4397	Green's Farms Shell	**1**	2	1	
4405	Weston Service Center	**1**	4	1	
4480	Stamford Firestone	**1**	2	1	
4525	High Ridge Shell	**1**	2	0	
4541	Sotires Auto Diagnostic	**1**	4	1	
4582	A-OK Auto Center	**1**	2	1	
4591	AutoWorks of Devon	**1**	3	1	
4592	Avery Brothers	**1**	2	1	
4615	Firestone	**1**	2	1	
4628	Firestone	**1**	2	0	
4632	Burt Humphrey & Sons	**1**	5	2	
4657	Essex Service Center	**1**	3	1	
4658	Fairfield Auto & Truck	**1**	3	1	
4696	Long Ridge Service	**1**	2	0	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
4701	Martin & Parson's Auto	**1**	2	0	
4710	Middlesex Auto Center	**1**	3	1	
4713	Milex Auto Repair	**1**	5	0	
4722	Mobile Lube Express	**1**	2	1	
4739	Precision Motor Coach	**1**	2	0	
4745	R.K. Rogers	**1**	3	1	
4750	Sam Wibberley	**1**	2	0	
4762	Auto Tek	**1**	4	1	
4764	Suburban Subaru	**1**	3	0	
4765	Meineke	**1**	2	1	
4769	The Quiet Zone	**1**	3	2	
4772	Tim's Auto Center	**1**	5	2	
4777	Townline Auto Sales	**1**	2	0	
4788	West High Service	**1**	2	1	
4816	Valenti Pontiac	**1**	4	2	
4817	High Tech Auto	**1**	2	1	
4820	John & Son's Auto	**1**	3	0	
4828	Waterbury Tire & Auto	**1**	2	0	
4837	Car Tune	**1**	3	1	
4839	Hank Mays Goodyear	**1**	5	1	
4843	Toyota of Colchester	**1**	5	1	
4847	Tarcas Hebron Quick Lube	**1**	5	2	
4854	Valvoline	**1**	2	2	
4855	Auto Parts Mart	**1**	7	2	
4866	Lee Myles Transmissions	**1**	2	2	
4867	Foxy Fast Lube	**1**	4	2	
4875	Showroom Auto Center	**1**	2	1	
4870	Middlebury Garage	**1**	3	1	
4871	Midas Milford	**1**	4	2	
FL 1001	City of Bristol	**1**	2	0	
FL 1002	Aquarion Water	**1**	2	0	
FL 1003	Regional Water	**1**	1	0	
FL 1004	ATT- Middletown	**1**	1	0	
FL 1005	Stamford PD	**1**	2	0	
FL 1006	Hunter Ambulance	**1**	2	0	
FL 1007	New Haven PD	**1**	2	0	
FL 1008	Cablevison - Bridgeport	**1**	2	0	
FL 1009	Cablevision - Norwalk	**1**	2	0	
FL1010	Town of Trumbull	**1**	2	0	
FL 1011	University of Hartford	**1**	0	0	
FL 1012	Town of Guilford	**1**	2	0	
FL 1013	Southern CT Gas	**1**	1	0	
FL 1014	CT DAS - New Haven	**1**	1	1	
FL 1015	CT DAS - Norwich	**1**	2	0	
FL 1016	CT - DAS Wethersfield	**1**	2	0	
FL 1017	City of Waterbury	**1**	2	0	
FL 1018	CNG	**1**	2	0	
FL 1019	ATT - Meriden	**1**	2	0	
FL 1020	ATT - Winsted	**1**	2	2	
FL 1021	ATT - Waterbury	**1**	1	1	
FL 1022	ATT - Danbury	**1**	1	1	
FL 1023	ATT - Stamford	**1**	1	1	
FL 1024	ATT - Shelton	**1**	1	1	
FL 1025	ATT - Stratford	**1**	1	1	
FL 1026	ATT - Norwalk	**1**	2	0	

Report (c) (1,2,3 & 4) Quality Control					
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fail**	**Comments**
FL 1027	ATT - New Haven	**1**	2	0	
FL 1028	ATT - No. Branford	**1**	1	0	
FL 1029	ATT - Waterford	**1**	2	0	
FL 1030	ATT - No. Windham	**1**	1	1	
FL 1031	ATT - Enfield	**1**	2	0	
FL 1032	ATT- Hartford	**1**	2	0	

Total Stations in Program	**278**
Total Equipment Audits	**808**
Total Equipment Audit Fails	**265**
Number of Stations failing an equipment (gas) audit[1]	**181**
Percentage of stations failing an equipment (gas) audit[1]	**65.10%**
Number of Stations shut down as a result of a failed equipment (gas) audit[2]	**0**
Percentage 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 perform OBD testing (In 2009 - 81.1% of all tests).

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

Enforcement Report: (d) (1)(i&ii), (2), & (3)(ii&iii) – 2009

(d) Enforcement Report –

(1) All varieties of enforcement programs shall, at a minimum . . . .

(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 2009, 81.1% 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 96% for 2009.

(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 2009, 942,601 vehicle registrations were audited, finding a compliance rate of 95.9%. Of those that were found to be out of compliance, 95.8% 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 2009, 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 2009, 942,601 registration renewals were audited, resulting in 38,730 denials, of which 95.8% later complied. And, in 2009, 155,884 emission late fees were assessed.