dKC **de la Torre Klausmeier Consulting**
_____

1401 Foxtail Cove
Austin, TX 78704
(512) 447-3077
E-mail: delaklaus@aol.com

BIENNIAL EVALUATION OF
CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2012 and 2013

AND

ANNUAL EVALUATION OF
CONNECTICUT'S INSPECTION/MAINTENANCE PROGRAM

2013

FINAL REPORT

Prepared for:

Connecticut Department of Energy and Environmental Protection

Prepared by:

dKC – de la Torre Klausmeier Consulting
July 2014

Table of Contents

Executive Summary

As required by the Clean Air Act Amendments of 1990, the Connecticut Department of Energy and Environmental Protection (DEEP) in partnership with the Connecticut Department of Motor Vehicles (DMV) conducts periodic evaluations of its enhanced Motor Vehicle Inspection and Maintenance (I/M) Program. This report is being submitted in fulfillment of the requirements to provide annual and biennial I/M reports per 40 CFR 51.366. This report addresses data collected from January 1, 2012 through December 31, 2013. Comments provided by the United States Environmental Protection Agency (EPA) on Connecticut's 2012 Annual Report are addressed by this report. As evidenced by the high compliance rate, limited fraud and low waiver rate, this report demonstrates that Connecticut's I/M program effectively achieves the expected air quality benefits.

The data elements included in this report are based on a checklist provided by EPA and set forth in Appendix A. The required data, including data collected during 2012 and earlier years, and reports from previous years have been submitted to EPA. Appendix B contains the 2013 data elements and correspond to the indexing system used in EPA's checklist. Due to the structure of Connecticut's I/M 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 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 1997 National Ambient Air Quality Standard (NAAQS) for Ozone (i.e., smog). Connecticut's I/M 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. Estimates indicate that in 2010 this program provided approximately 19 of the 200 tons per day of air pollutant reductions that are included in Connecticut's Ozone Attainment Demonstration for the 1997 Ozone National Ambient Air Quality Standard (2008). The emission reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts, and important as part of a balanced strategy that includes reductions from stationary, area and mobile source sectors to ensure that Connecticut attains the Ozone NAAQS. EPA strengthened the Ozone NAAQS in 2008 resulting in Connecticut's designation of nonattainment for the 75 ppb eight-hour ozone standard. EPA is expected to issue an even more stringent Ozone NAAQS by the fall of 2015. If EPA does so, Connecticut will need to achieve even greater emission reductions from motor vehicles.

All of Connecticut continues to experience elevated ozone concentrations during the summer months. While in-state sources of air pollution such as cars and power plants contribute to ozone formation, much of the ozone and precursor emissions transported into Connecticut originate from sources located in upwind states. For example, during elevated ozone episodes in Connecticut, air quality measured along the coast on Long Island Sound in Southwest Connecticut frequently exceeds the Ozone NAAQS, which is indicative of

significant interstate air pollution transport. It is therefore imperative to address the transport challenge to assure clean air for Connecticut's citizens.

This report demonstrates the effectiveness of Connecticut's I/M program. Key program highlights include:

- In May 2011, following a comprehensive evaluation and selection process, DMV entered into a new agreement with a private contractor, Applus, for the next phase of the Connecticut I/M program. This new program provides a much more comprehensive reporting suite that includes several effective fraud detection reports. In addition, the program addresses key equipment problems in the old program:
  - Emission test equipment in the old program frequently failed measurement accuracy audits, raising concerns that motorists were improperly failed. In 2011, 67% of the stations failed equipment (gas) audits, while in 2012 this percentage dropped to 36%. The percentage of stations that failed equipment audits dropped further in 2013 to 29%. The drop was due to the roll out of new, more reliable emission test benches in the new program.
  - No communication is the term used when the OBD inspection equipment cannot download information on the vehicle's emission status and results in the vehicle failing inspection. About 1% of the vehicles failed for this reason in the old program, but this rate has dropped to 0.2% with the equipment used under the new contract, which is the lowest rate dKC has observed in any program.

- Connecticut continues to have a high rate of compliance with I/M requirements. In 2012 and 2013, as well as earlier years, over 99% of the vehicles subject to testing were in compliance with I/M program requirements. The overall compliance rate in Connecticut exceeds the compliance rate of 96% specified in Connecticut's State Implementation Plan. Connecticut actively investigates non-compliance and assesses fines for late inspections. In 2012, 162,665 late fees were assessed. In 2013, 175,221 fines were assessed for late inspections. Linking registration to compliance in addition to late inspection fines contribute to Connecticut's very high compliance rate.

- Approximately 10% of vehicles failed their initial emissions test and 12% of these vehicles also failed their first retest in 2013. These rates are nearly identical to the 2012 failure rates where 11% of vehicles failed their initial emissions test and 12% of the vehicles failed their first retest 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 improve repairs and 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. As mentioned earlier, the percentage of gas audits that find analyzers out of range has dropped with implementation of new emissions test equipment.

- Audits were conducted at all stations as part of an extensive anti-fraud program. A much greater number of video surveillance audits and covert audits were conducted in 2013 than in 2012. 1,920 video surveillance audits and 540 covert audits were conducted during 2013, while in 2012, 438 video surveillance audits and 64 covert audits were conducted. Covert audits addressed OBD, ASM and PCTSI inspection performance. In addition, DMV and Applus run extensive trigger reports. Less than 0.10% of the inspections in Connecticut are suspect, which is far lower than most other states' I/M programs. Connecticut's anti-fraud efforts are models for other I/M programs.

Connecticut reviews and analyzes its vehicle inspection and maintenance program on a consistent basis. This effort has led to numerous enhancements including several new safeguards to ensure correct vehicle identification numbers and review of the fleet testing program. A full iteration of the changes are detailed in Section 8 of this report. Connecticut's analysis repeatedly has demonstrated the program produces the expected air pollutant reductions. DEEP and DMV continue to evaluate opportunities to improve the program and cost effectively increase the air quality benefits.

1.0   <u>Introduction</u>

This report presents an analysis of data collected in Connecticut's Motor Vehicle Inspection and Maintenance (I/M) program in 2012 and 2013 to meet the United States Environmental Protection Agency's (EPA) annual and 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 are mandated by the Clean Air Act and were limited to areas that EPA designated as "serious" or "severe" non-attainment for the ozone National Ambient Air Quality Standard (NAAQS). 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 NAAQS for ozone. Since Connecticut's ozone levels exceed the 2008 ozone NAAQS, additional emission reductions from all sectors, including motor vehicles, remain critical.

Connecticut's I/M program results in more emission reductions than any other state implemented reduction strategy. Estimates indicate that in 2010 this program resulted in approximately 19 of the 200 tons per day of air pollutant reductions that are included in Connecticut's 2008 Ozone Attainment Demonstration[1]. The emissions reductions resulting from this program are an integral part of Connecticut's air quality attainment efforts and important as part of a cost effective and balanced strategy that includes reductions from stationary, area and mobile source sectors.

Emissions reduction determinations are estimated using modeling that is approved by the EPA. The most recent State Implementation Plan (SIP) Revision, which addresses the I/M program, was developed using MOBILE6.2, the model which was approved for use by EPA at that time. EPA has since updated its modeling platform and has begun implementing a new model known as the Motor Vehicle Emissions Simulator (MOVES). States are now required to use MOVES for attainment demonstrations, for hot spot analysis and for regional conformity.

Connecticut's I/M program identifies vehicles that have been tampered with, or have received improper maintenance. These vehicles must be repaired until they comply with emission standards. The Connecticut Department of Motor Vehicles (DMV) oversees the I/M program operated by a private contractor; the Connecticut Department of Energy and Environmental Protection (DEEP) ensures that the program achieves the air quality benefits as outlined in Connecticut's 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 the catalytic converter. Vehicles with gross vehicle weight ratings (GVWR) of 10,000 pounds (lbs.) or less were included in the program. In 1998, Connecticut

---

[1] The 2008 Ozone Attainment Demonstration details Connecticut's strategies designed to bring the state's air quality into compliance with the 1997 8-hour ozone NAAQS of 84 ppb.

substantially enhanced its existing I/M program to meet new SIP requirements, as well as federal requirements for I/M improvements. The emission test changed from an unloaded idle emission test to a loaded-mode test (ASM2525[2]). With this change, Connecticut began evaluating emissions of oxides of nitrogen[3] (NO_x) along with HC and CO. The loaded-mode test uses a chassis dynamometer to simulate on-road driving. If the vehicle could not be safely tested on a dynamometer, it received a pre-conditioned two-speed idle (PCTSI) test. In addition, the inspection included a gas cap pressure test to check to see if the gas cap holds pressure. Leaking gas caps are a major source of evaporative HC emissions. The program continued to include a visual emission control component check. Also, at this time Connecticut began diesel testing.

In 2003, Connecticut again made substantial revisions to the program. The inspection network was changed from a centralized system with about 25 inspection stations to a decentralized system with a contractor equipped limit of 300 stations[4]. The goals of these changes were to improve customer convenience to the public by decreasing the waiting time for emissions testing, directly involve the repair industry with emissions testing, and enhance opportunities for small business development. In addition, 1996 and newer gasoline- powered models started receiving on-board diagnostic (OBD) tests[5], 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 having a GVWR of 10,000 lbs. 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.

In 2011, the state embarked upon a new program with upgraded equipment and computer systems to correct challenges faced the previous system. While the new program improved test equipment accuracy and reliability, DMV is working with their contractor, Applus, to evaluate and implement additional new improvement measures to maximize the cost effectiveness and benefits of the program.

---

2 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.

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

4 This number dropped from 300 stations to 250 stations by the end of 2008. At the end of 2012, there were 229 stations in the network.

5 1997 and newer light-duty diesels (<8500 lbs. GVWR) also get OBD inspections.

The methodology for this report has 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 50%, as required by the EPA. Evaluating decentralized inspections requires a comprehensive assessment of how well stations comply with mandated inspection procedures. Although there are greater opportunities for fraud in decentralized facilities due to the increased numbers of stations that need policing, Connecticut's comprehensive quality assurance program demonstrates there is limited fraud in the state's program. Using data and procedures provided by the DMV, de la Torre Klausmeier Consulting, Inc. (dKC) assessed effectiveness and enforcement of Connecticut's program.

2.0   Observed Failure Rates for Gasoline-Powered Vehicles

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

Pass/Fail Criteria

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

Gas Cap Test: Vehicles fail if their gas cap cannot hold pressure.   Beginning in November 2004, only pre-1996 light-duty vehicles receive gas cap tests. The OBDII system adequately tests a vehicle's evaporative system on most 1996 and newer vehicles. Vehicles that are model 1996 and newer and over 8500 lbs. GVWR also receive a gas cap test.

OBDII Inspection: 1996 and newer light-duty vehicles are subject to 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[6]) is commanded-on and diagnostic trouble codes (DTCs) are stored;

- MIL not working (Termed Key-On Engine-Off, KOEO, failure[7]);

- The number of readiness monitors that are not ready exceed EPA's limit[8]:

    - 1996-2000 models: Two monitors are allowed to be not ready.

    - 2001+ models: One monitor is allowed to be not ready.

- OBD Diagnostic Link Connector (DLC) damaged; or

- Vehicle could not communicate with the Connecticut inspection system.

---

[6] 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.

[7] 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.

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

Summary of Fail Rates for Gasoline-Powered Vehicles

Following is a summary of test results from January 1, 2012 to December 31, 2013. In 2012, 938,160 gasoline-powered vehicles received initial tests. In 2013, 1,014,611 gasoline-powered vehicles received initial tests. The table below compares failure rates in 2012 and 2013 for different tests that are performed on gasoline powered vehicles.

Test Type	Parameter	2012	2013
OBD	% Fail Initial (any reason)	10%	10%
	% Fail for MIL Commanded-on	5.9%	5.7%
	% Fail First Retest	10%	10%
ASM	% Fail Initial	9%	14%
	% Fail First Retest	45%	26%
PCTSI	% Fail Initial	11%	9.7%
	% Fail First Retest	13%	13%
Gas Cap	% Fail Initial	7.9%	7.1%
	% Fail First Retest	6.1%	5.7%
All Tests	% Fail Initial	11%	10%
	% Fail First Retest	12%	12%

Conclusion: These failure rates are comparable to results in previous years. Failure rates in Connecticut's I/M program are in line with those reported in Test-Only programs[9]. Test-Only programs generally are considered by EPA to be the model for peak I/M performance. Based on failure rates, Connecticut's I/M program is operating at peak performance.

---

[9] At the end of this section is a chart that compares failure rates for the OBD test in Connecticut with failure rates in Delaware. Delaware is a well enforced Test-Only I/M program. Failure rates in both programs are nearly identical.

Number of Vehicles Receiving Initial Tests by Model Year: 2012

Number of Vehicles Receiving Initial Tests by Model Year: 2013
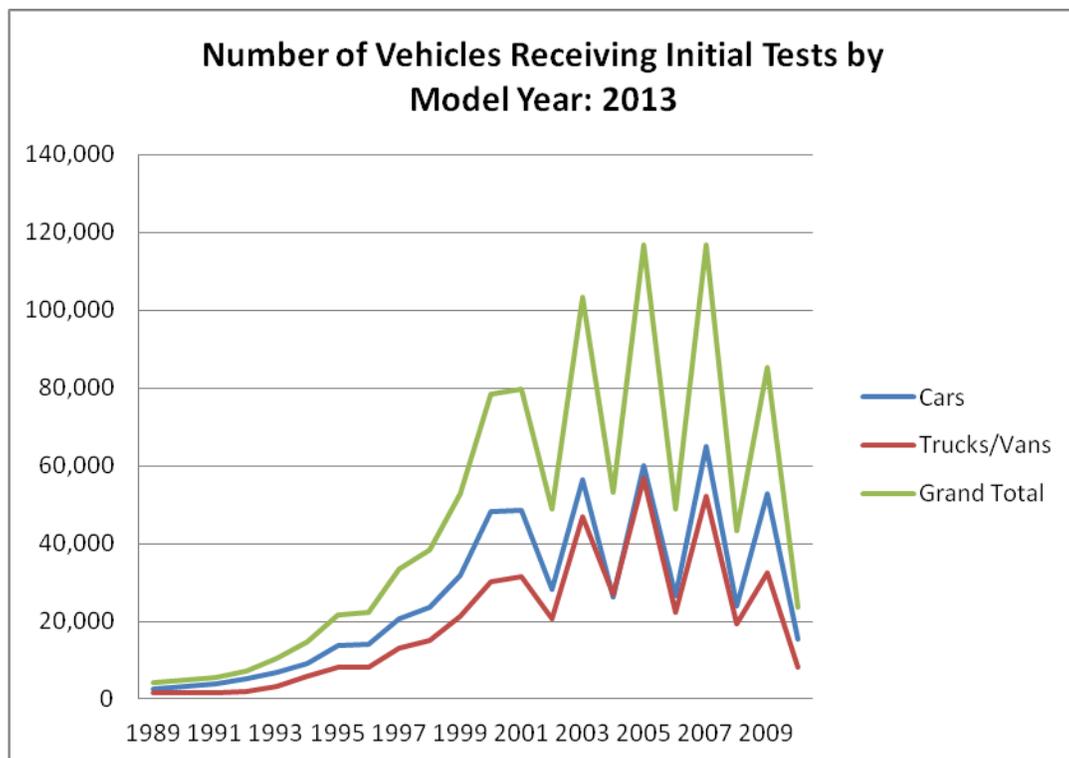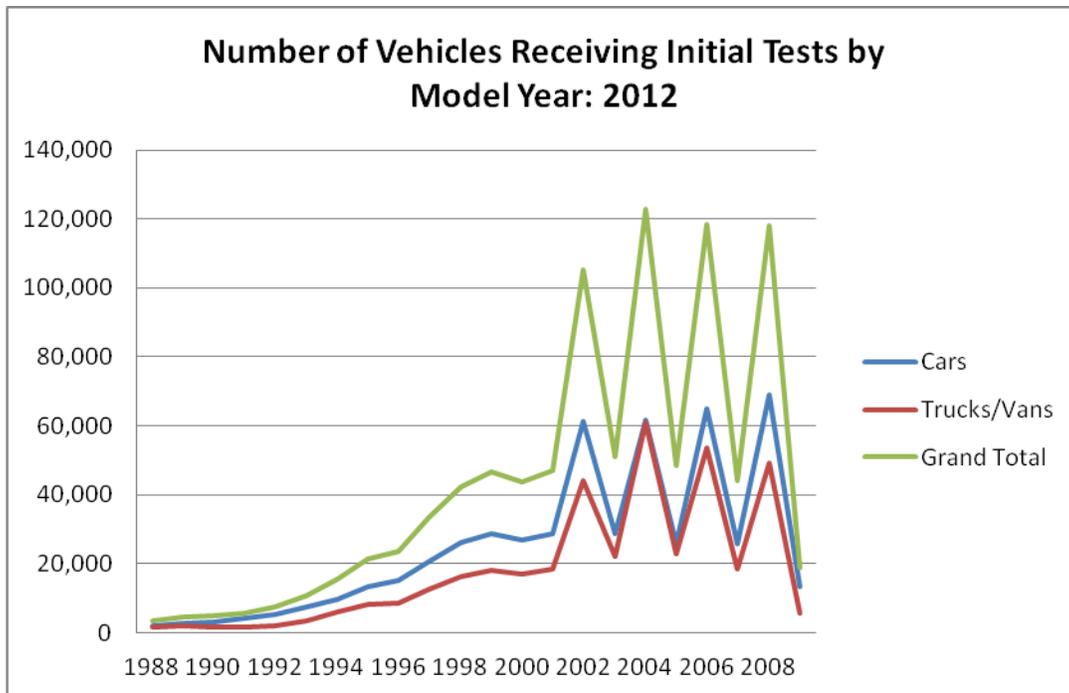
These charts show the total number of inspections by vehicle model year, and vehicle type. The first four vehicle model years are exempted from testing, so the number drops sharply after the 2008 model year for 2012 and the 2009 model year for 2013. All vehicles have a 10,000 lbs. or less GVWR.

Test Type as a Percent of Tests: 2012

Test Type as a Percent of Tests: 2013
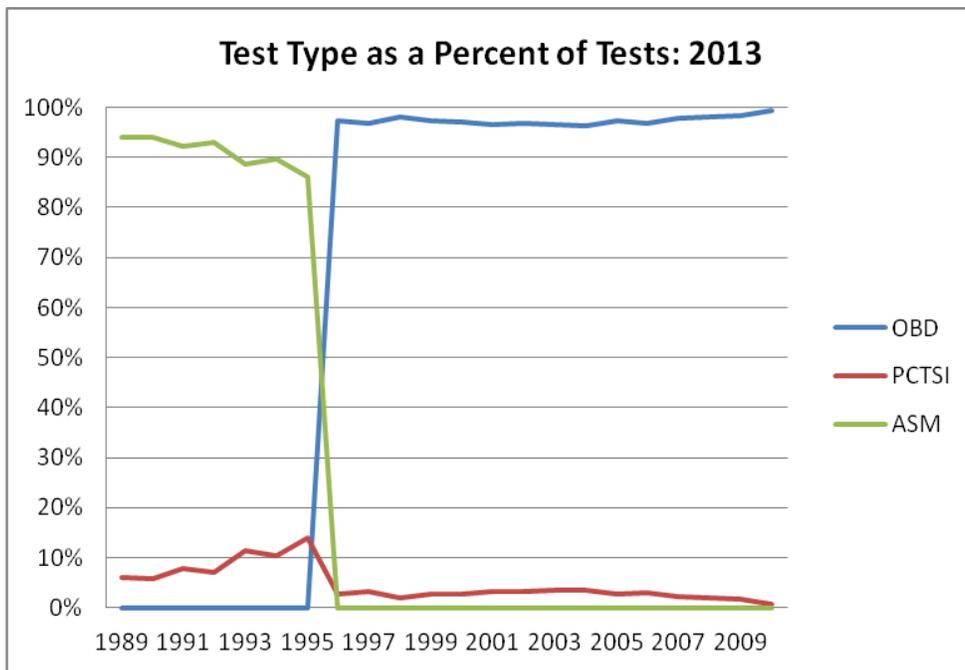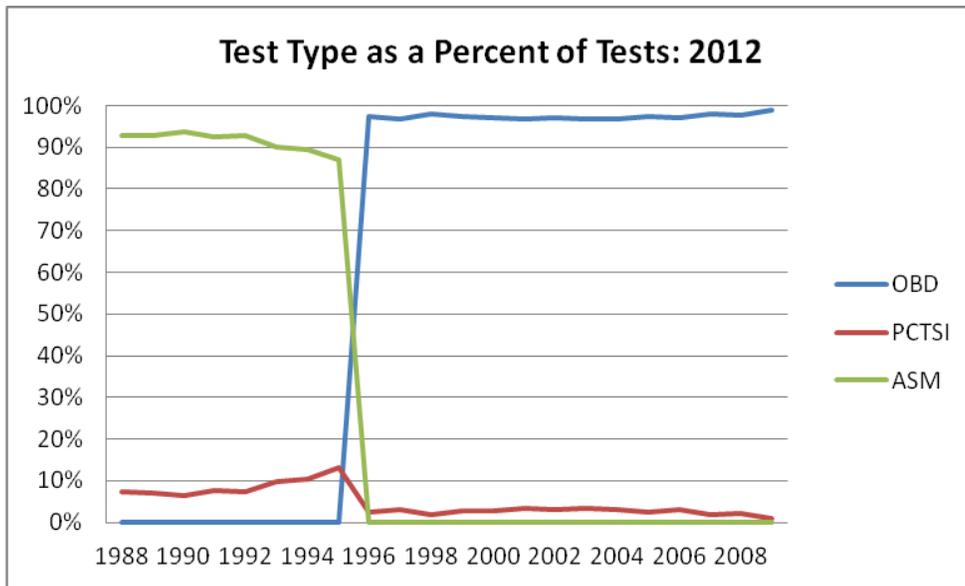
These charts show the total number of inspections by vehicle model year and final inspection type. Most 1996+ vehicles received OBDII tests. A small percent (2%) of the vehicles newer than 1996 were models over 8500 lbs. GVWR without OBD systems.

11

CT Initial Test Failure Rate by Model Year: 2012
Overall Failure Rate: 11%

CT Initial Test Failure Rate by Model Year: 2013
Overall Failure Rate: 10%
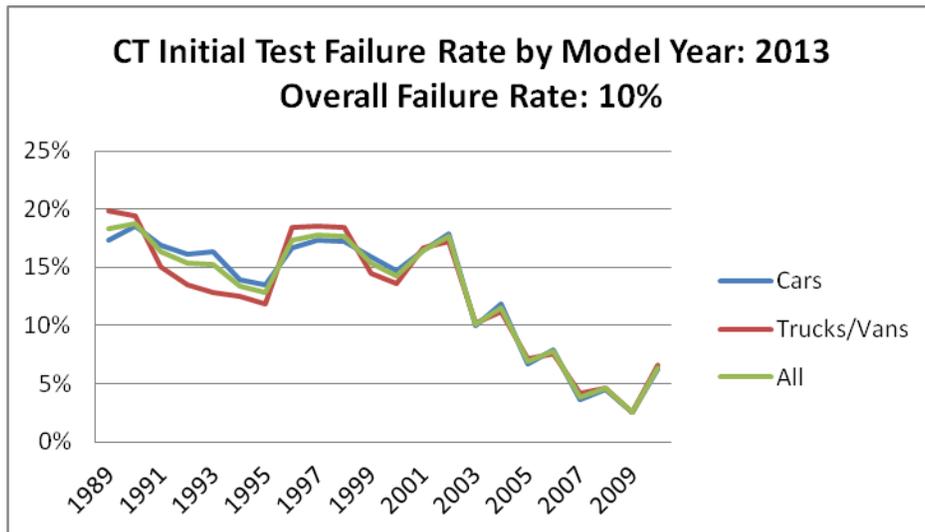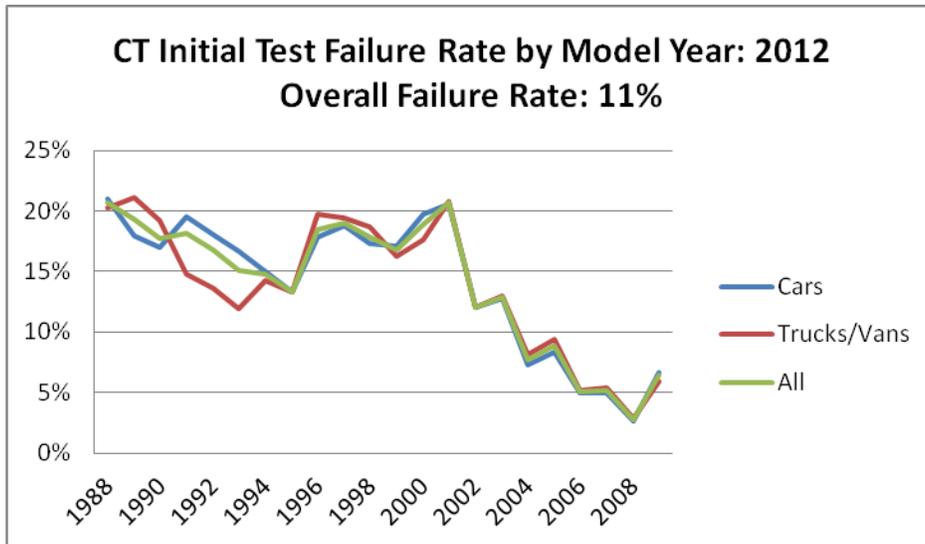
These charts show the overall percentage of vehicles that failed the tailpipe test, gas cap test, visual emission control component test, or the OBD test. Some vehicles failed more than one inspection component. As expected, the failure rate is generally lowest for new vehicles. Following the pattern seen previously, the failure rate for cars and trucks spiked upwards for 1996 model year vehicles, due to increased stringency associated with the implementation of the OBDII test. Compliance with the OBDII test is considered to be more difficult than compliance with the ASM2525 or PCTSI test. The failure rate is consistent with failure rates reported in test-only programs in other jurisdictions. The high initial failure rate for 2009 model year vehicles in 2012 and the 2010 model year vehicles in 2013 is due to the fact that over half of these vehicles tested had dealer plates. Vehicles owned by dealers typically have high not ready rates because their batteries are often insufficiently charged, or had been disconnected during dealer prep[10].

---

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

CT First Retest Failure Rate by Model Year: 2012
Overall Retest Failure Rate: 12%

CT First Retest Failure Rate by Model Year: 2013
Overall Retest Failure Rate: 12%
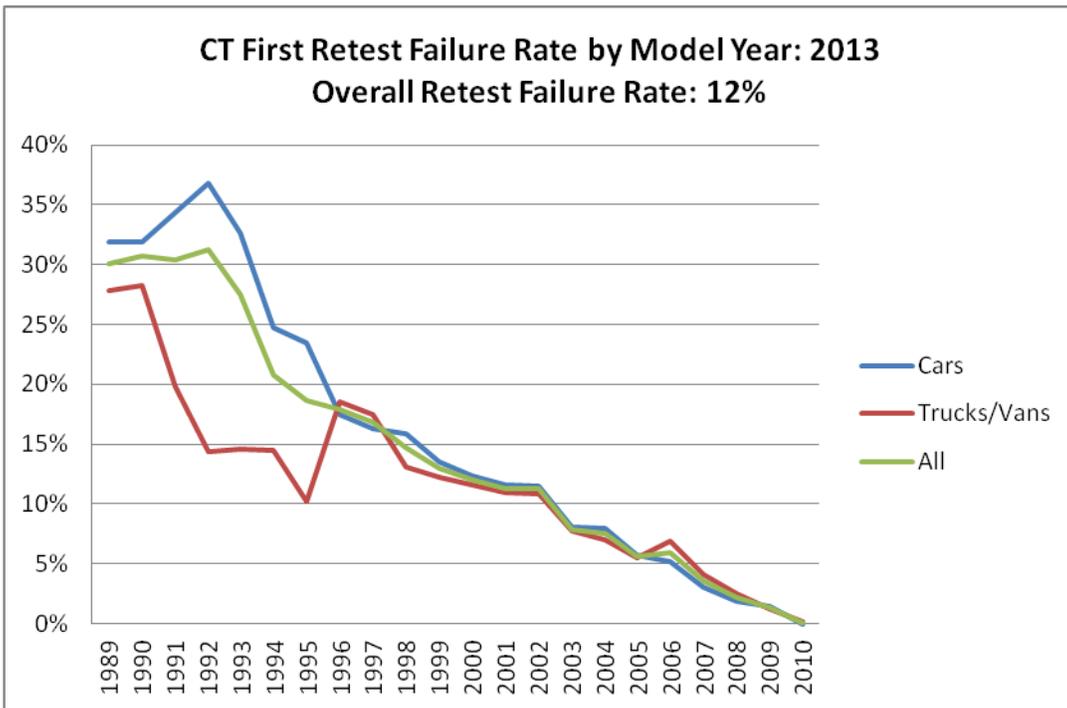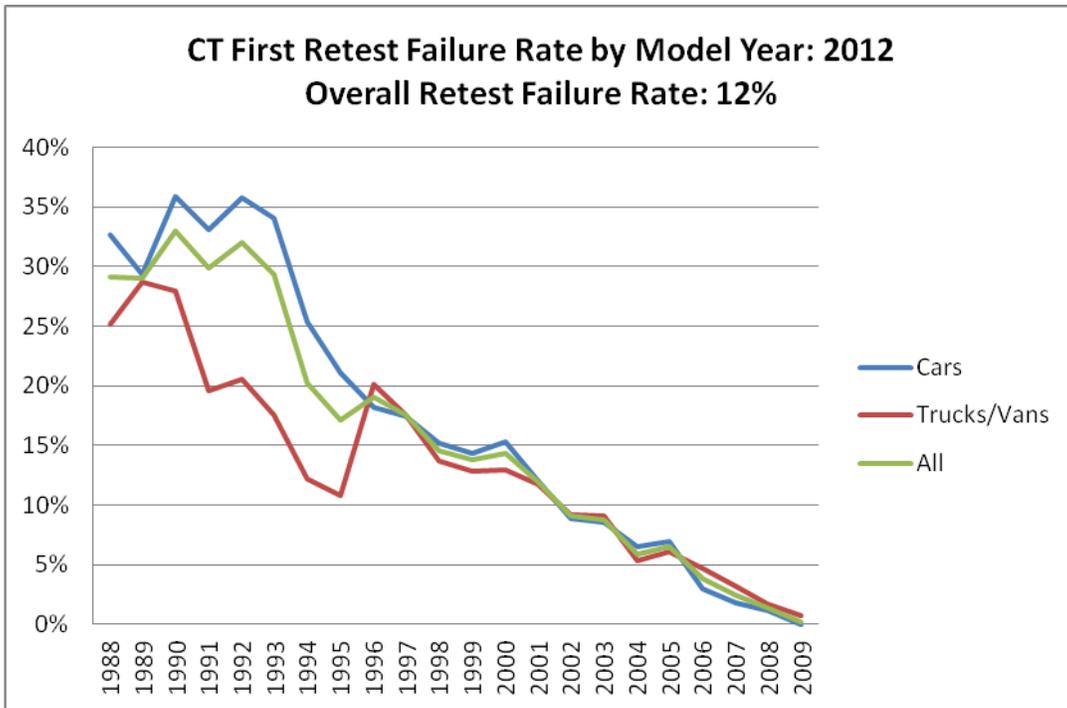
These charts show the percent of vehicles by model year that failed their first retest. The retest failure rate is highest for the older model year vehicles, which is typical. Overall, in both years 12% of the vehicles tested failed their first retest.

CT Initial ASM Failure Rate: 2012
Overall ASM Failure Rate: 9%

CT Initial ASM Failure Rate: 2013
Overall ASM Failure Rate: 14%
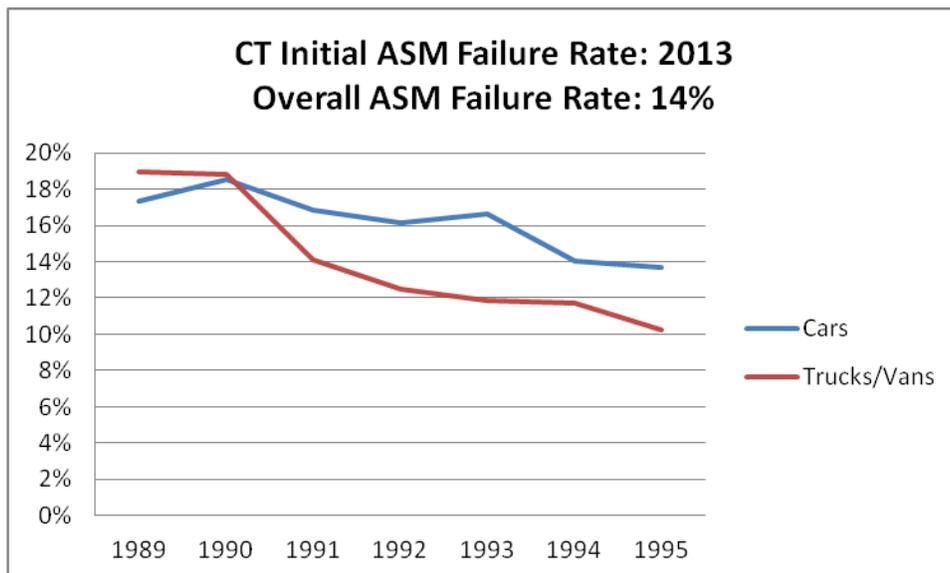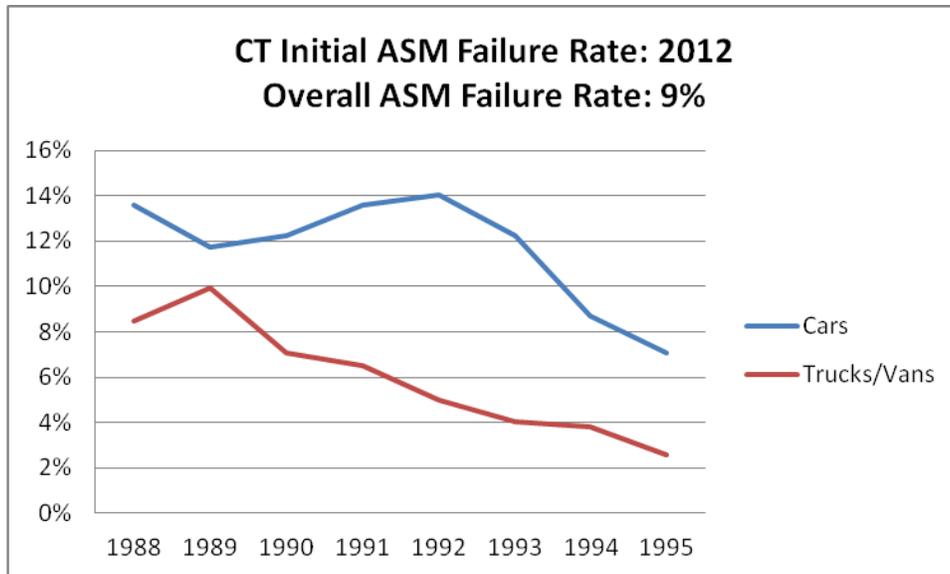
These charts show failure rates by vehicle model year for the ASM test. The average ASM test failure rate for all vehicles was 9% in 2012 and 14% in 2013. Typically, a higher failure rate for older model year vehicles is expected. 1996 and newer model year vehicles received ASM or PCTSI tests, only if they were not equipped with OBDII systems. As a result, there were not enough ASM tests on 1996 and newer vehicles to analyze trends.

CT First Retest ASM Failure Rate: 2012
Overall ASM First Retest Failure Rate: 45%

CT First Retest ASM Failure Rate: 2013
Overall ASM First Retest Failure Rate: 26%
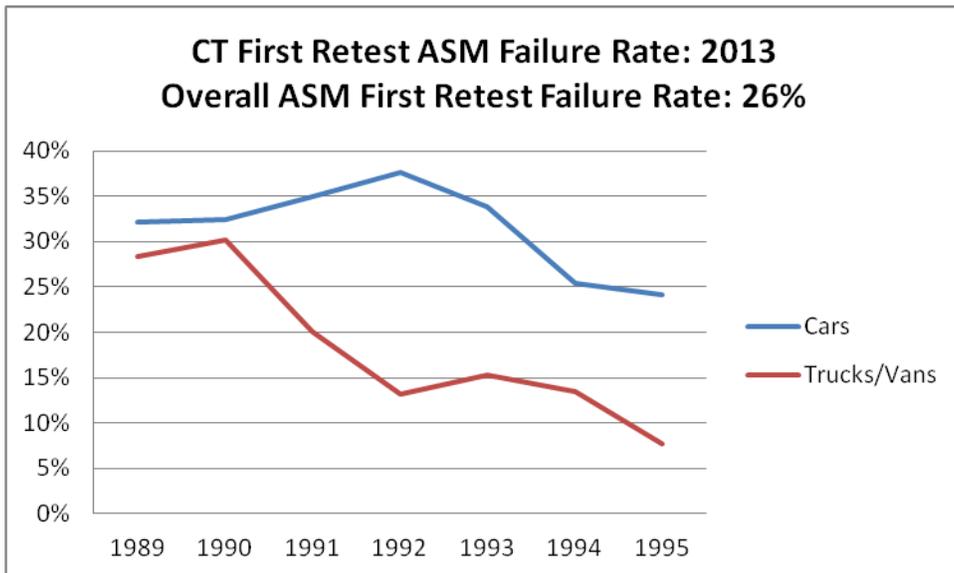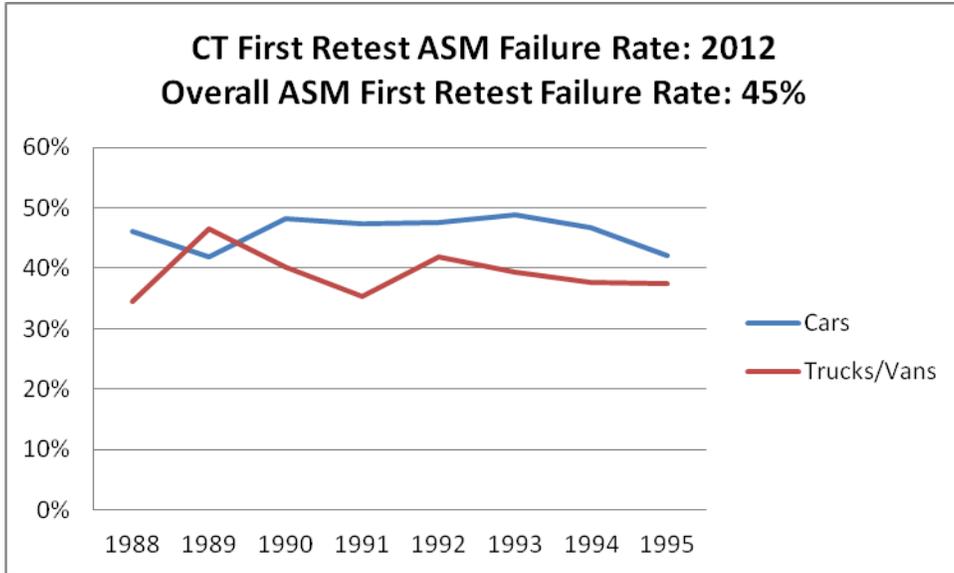
These charts show the percentage of vehicles by vehicle model year that failed their first ASM retest. The retest failure rate generally is highest for the older vehicles. The ASM retest failure rate was much lower in 2013 than in 2012 (26% vs. 45%), which indicates that repair effectiveness improved in 2013.

CT Initial Gas Cap Failure Rate: 2012
Overall Gas Cap Failure Rate: 7.9%

CT Initial Gas Cap Failure Rate: 2013
Overall Gas Cap Failure Rate: 7.1%
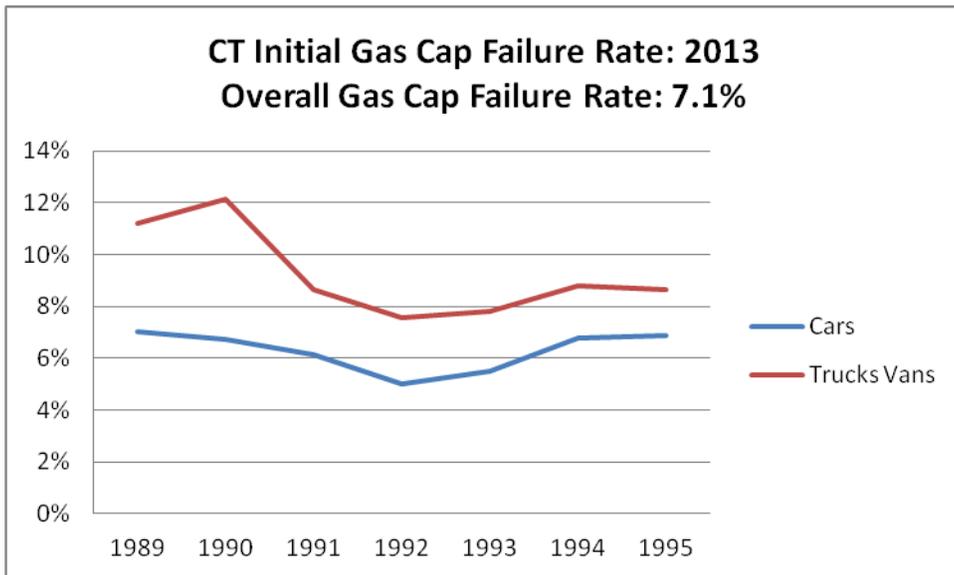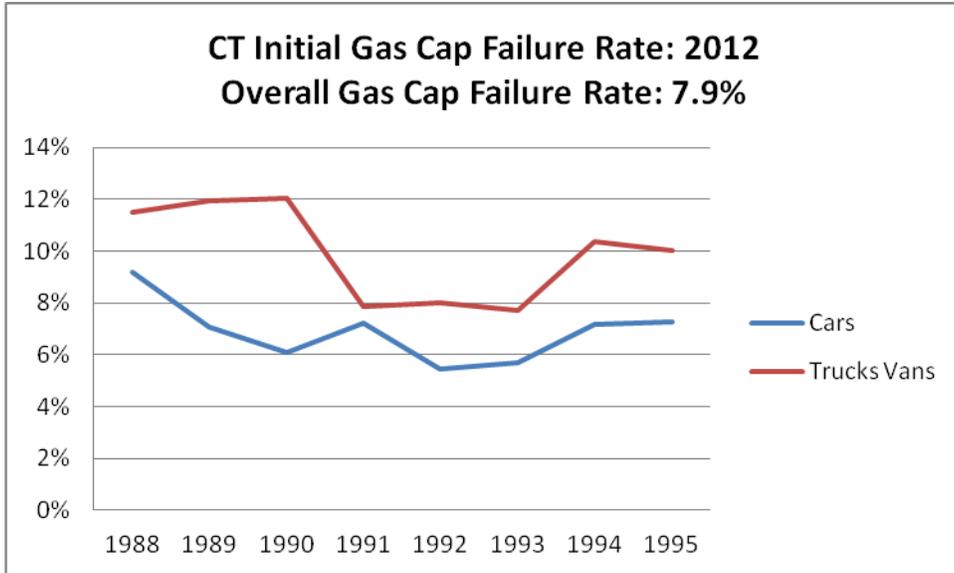
These charts show the gas cap pressure test failure rate by vehicle model year. Overall, 7.1% to 7.9% of the vehicles that receive gas cap tests fail the test. 1996 and newer light-duty vehicles no longer receive gas cap tests. 1996 and newer vehicles over 8500 lbs. GVWR are also tested.

CT First Retest Gas Cap Failure Rate: 2012
Overall First Retest Gas Cap Failure Rate: 6.1%

CT First Retest Gas Cap Failure Rate: 2013
Overall First Retest Gas Cap Failure Rate: 5.7%
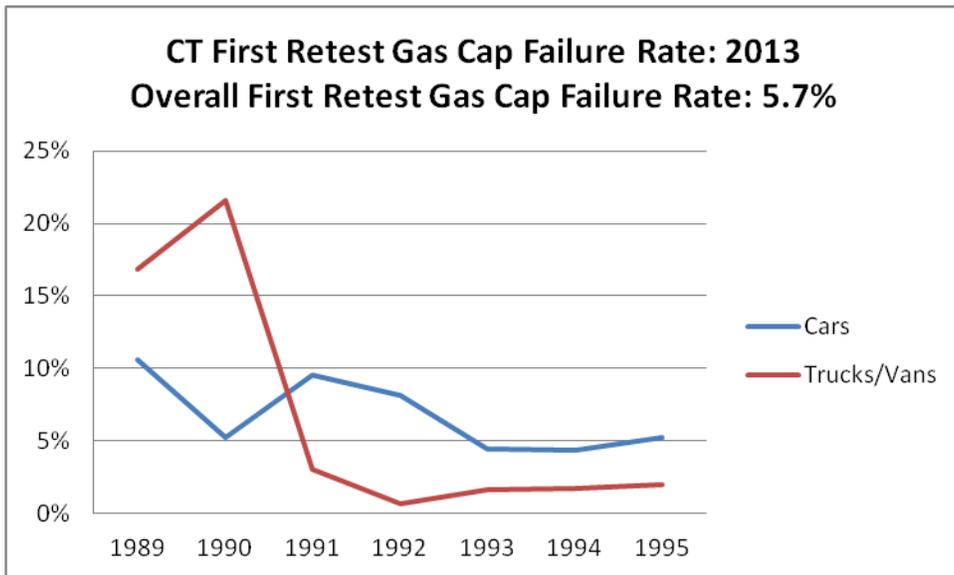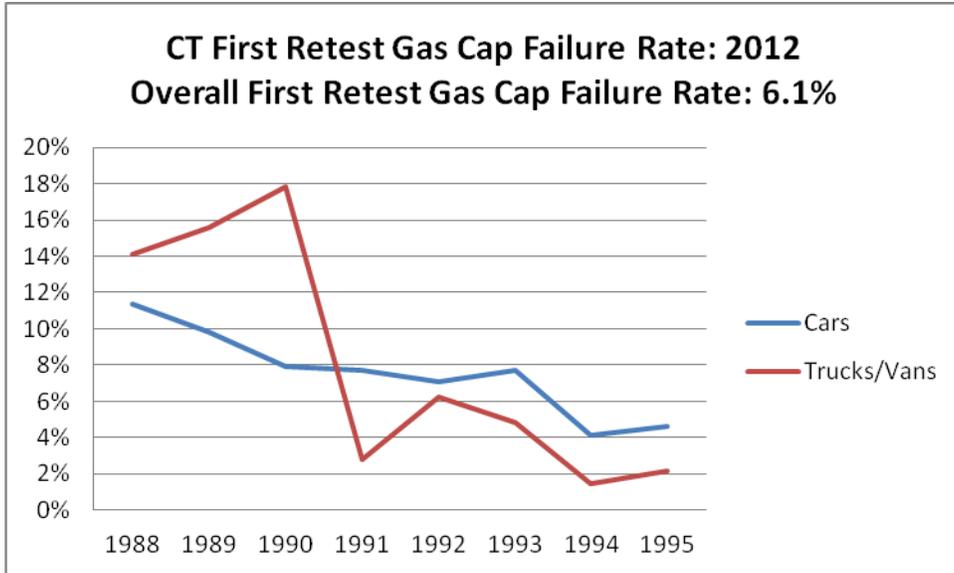
These charts show the gas cap retest failure rate by vehicle model year. Overall, 5.7% to 6.1% of the vehicles fail the first gas cap retest. As expected, the retest failure rate is highest for the older model year vehicles.

CT Initial OBD Failure Rate: 2012
Overall Initial OBD Failure Rate: 10%

CT Initial OBD Failure Rate: 2013
Overall Initial OBD Failure Rate: 10%
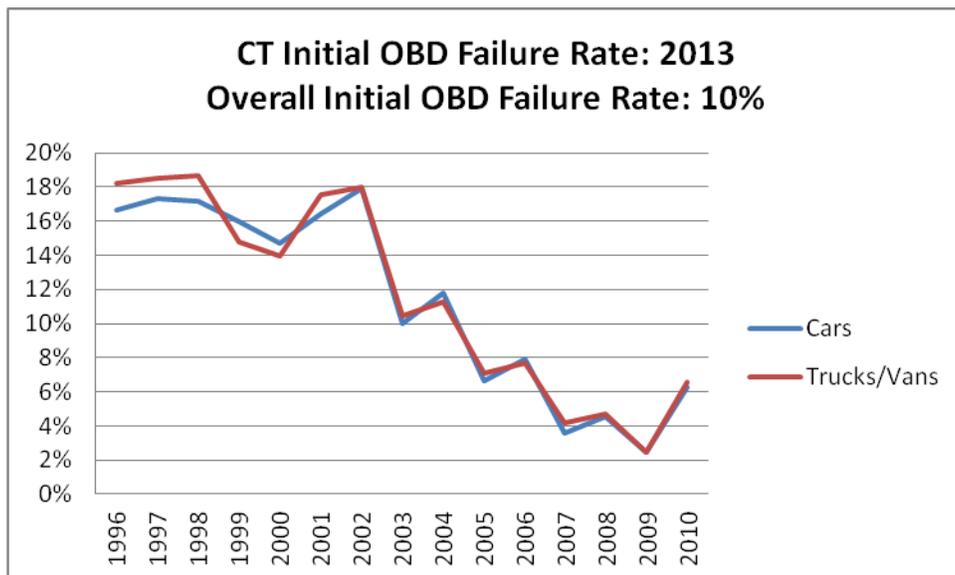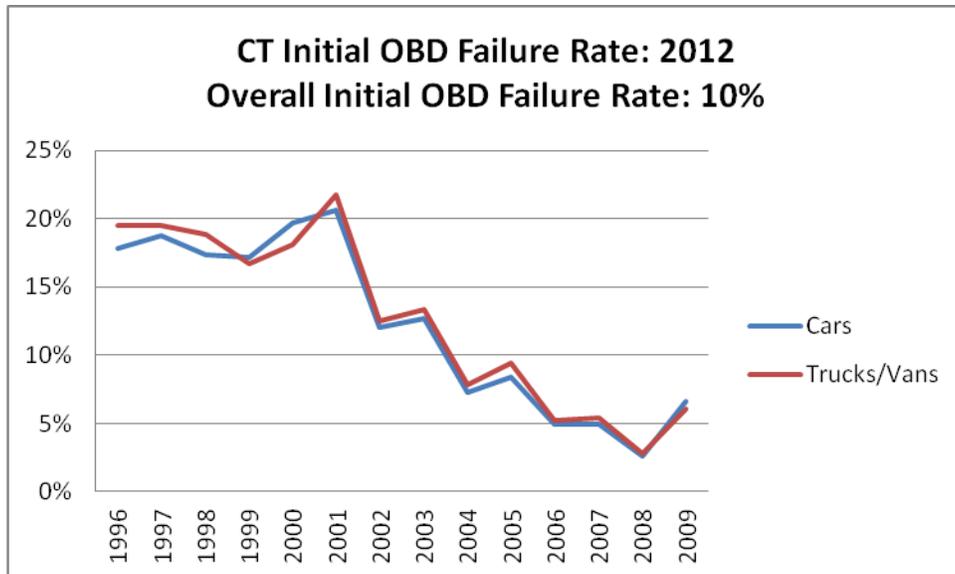
These charts show failure rates by vehicle model year for the OBD test. In both years, the average OBD test failure rate for all vehicles was 10%. Typically, a higher failure rate for older model year vehicles is expected. 18% to 19% of the 1996 model year vehicles failed the test. EPA requires that the 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the elevated failure rate for 2001 model year vehicles. The increase in failure rates for 2009 model year vehicles in 2012 and the 2010 model year vehicles in 2013 reflects a high "not-ready" rate for these models. The high initial failure rate for 2009 model year vehicles in 2012 and the 2010 model year vehicles in 2013 is due to the fact that over half of these vehicles had dealer plates. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected during dealer prep.

CT First Retest OBD Failure Rate: 2012
Overall First Retest OBD Failure Rate: 10%

CT First Retest OBD Failure Rate: 2013
Overall First Retest OBD Failure Rate: 10%
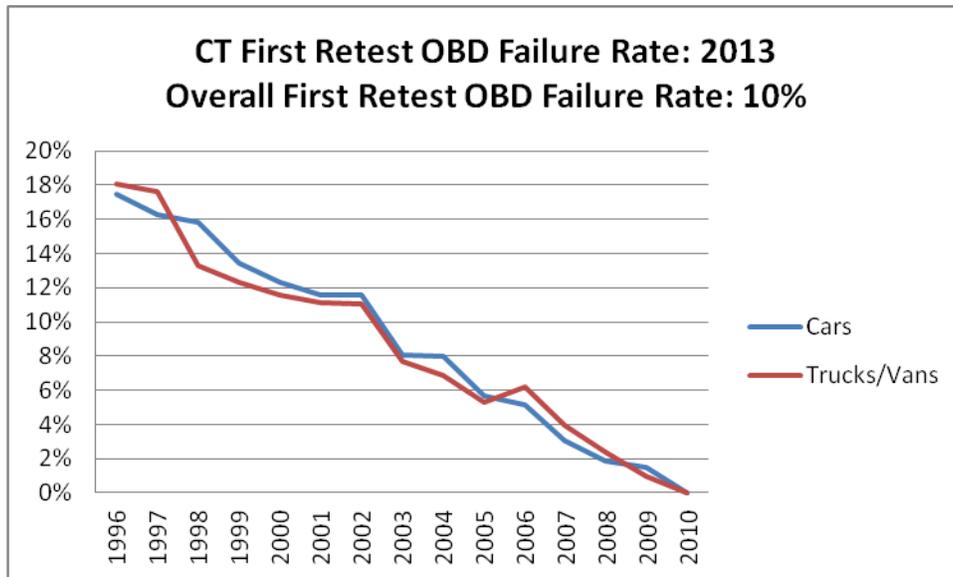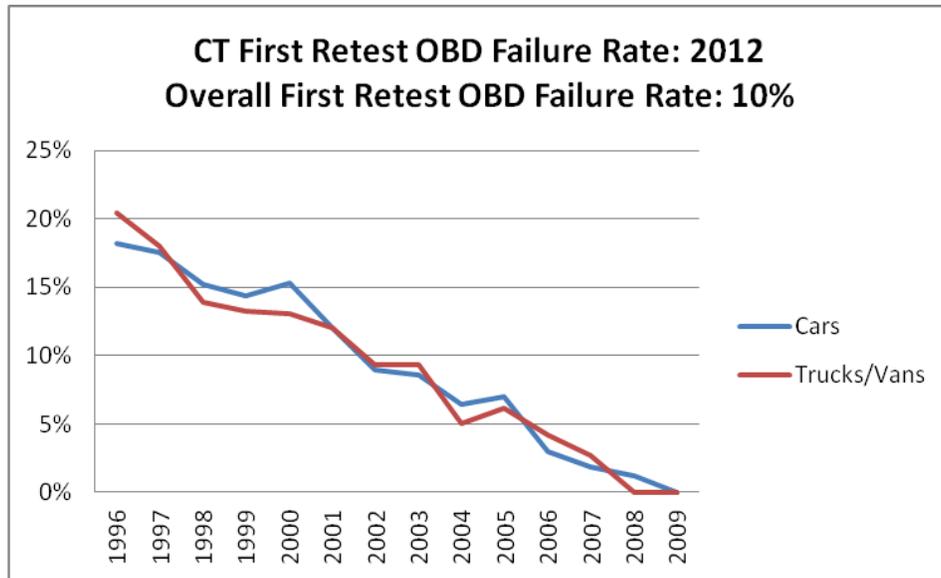
These charts show failure rates by vehicle model year for the first OBD retest. The average failure rate for all vehicles in the first OBD retest was 10%. Connecticut requires OBD failures to meet readiness requirements when retested. If a vehicle does not meet readiness requirements when retested, the inspection is aborted. Vehicles that are not ready on retest are not included in the above failed percentages.

CT Initial MIL Failure Rate: 2012
Overall MIL Failure Rate: 5.9%

CT Initial MIL Failure Rate: 2013
Overall MIL Failure Rate: 5.7%
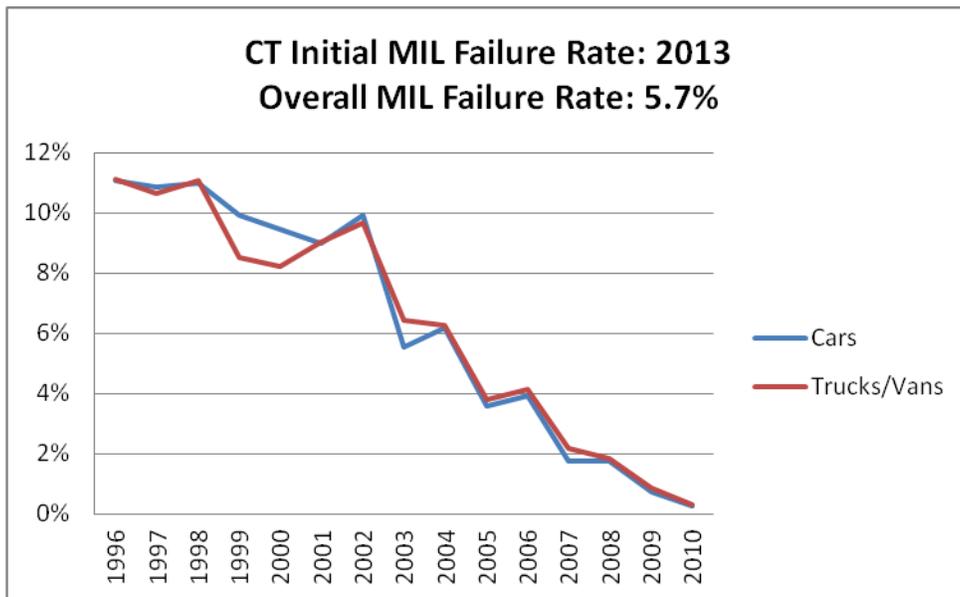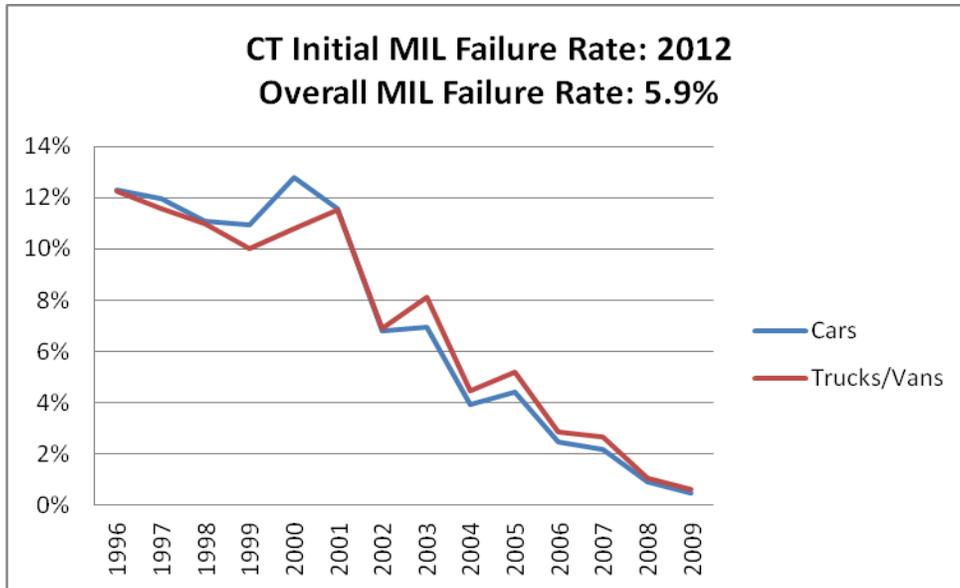
These charts show the percentage of vehicles that fail the MIL Command check that's part of the OBD test. Most OBD failures are for the MIL Command check. The average MIL failure rate for all vehicles was 6% in both years. This graph shows that older model year vehicles have a higher failure rate, as expected.

CT Initial Readiness Failure Rate: 2012
Overall Readiness Failure Rate: 5.0%

CT Initial Readiness Failure Rate: 2013
Overall Readiness Failure Rate: 5.2%
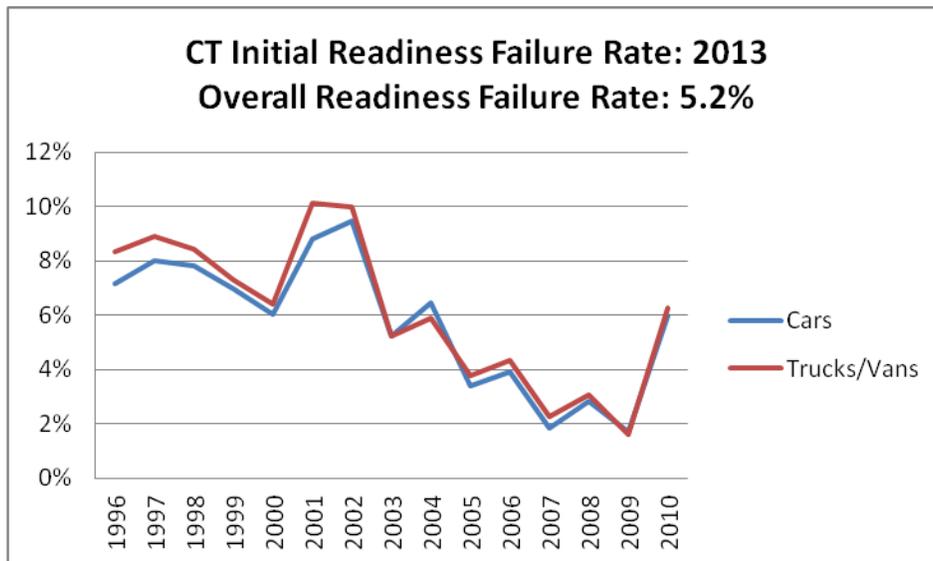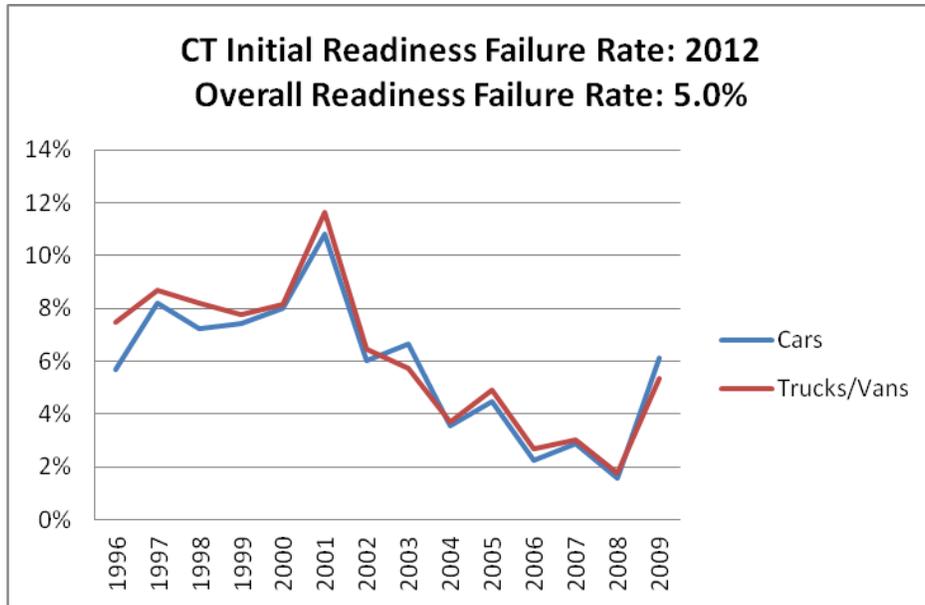
These charts show the percentage of vehicles that exceed EPA's readiness criteria. OBD systems must indicate whether or not the onboard diagnostic system has monitored each component. Components that have been diagnosed are termed "ready", meaning they were tested by the OBD system. EPA requires that 2001 and newer model year vehicles have at most one monitor not ready as opposed to two for 2000 and older model year vehicles. This change in readiness requirement explains the elevated failure rate for 2001 model year vehicles. The high "not ready" rate for 2009 models in 2012 and 2010 models in 2013 is due to the fact that over half of the 2009 and 2010 vehicles tested, had dealer plates. Vehicles owned by dealers typically have high not ready rates, because their batteries are often insufficiently charged, or had been disconnected during dealer prep[11]. Overall, 5% of the vehicles failed EPA's readiness criteria.

---

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

CT Initial KOEO Failure Rate: 2012
Overall KOEO Failure Rate: 0.3%

CT Initial KOEO Failure Rate: 2013
Overall KOEO Failure Rate: 0.3%
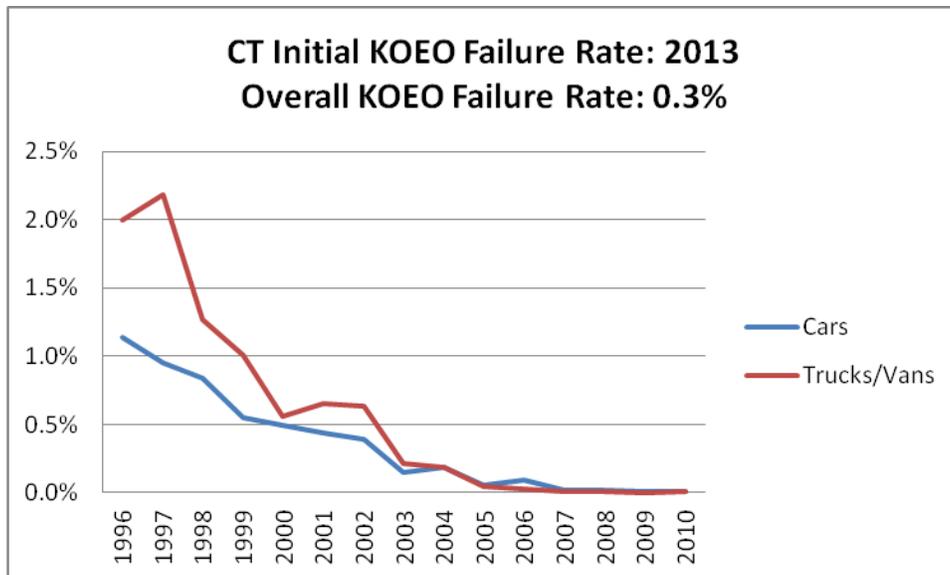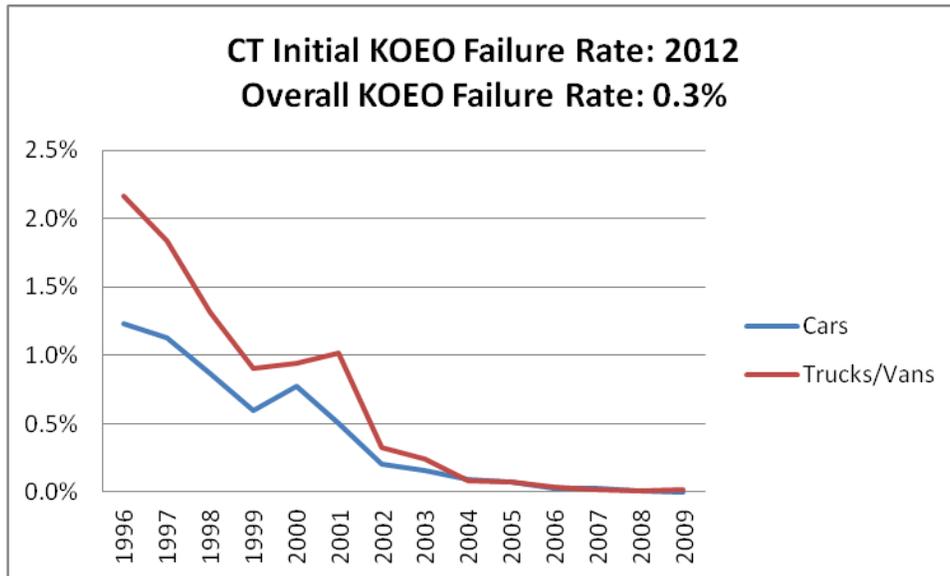
These charts show failure rates by vehicle model year for the Key-On Engine-Off (KOEO) test, which is part of the OBD test. The KOEO determines if the MIL bulb is operational. The bulb should illuminate when the vehicle is turned on, but not started. The average KOEO failure rate for all vehicles was 0.3%.

CT Initial DLC Failure Rate: 2012
Overall DLC Failure Rate: 0.02%

CT Initial DLC Failure Rate: 2013
Overall DLC Failure Rate: 0.02%
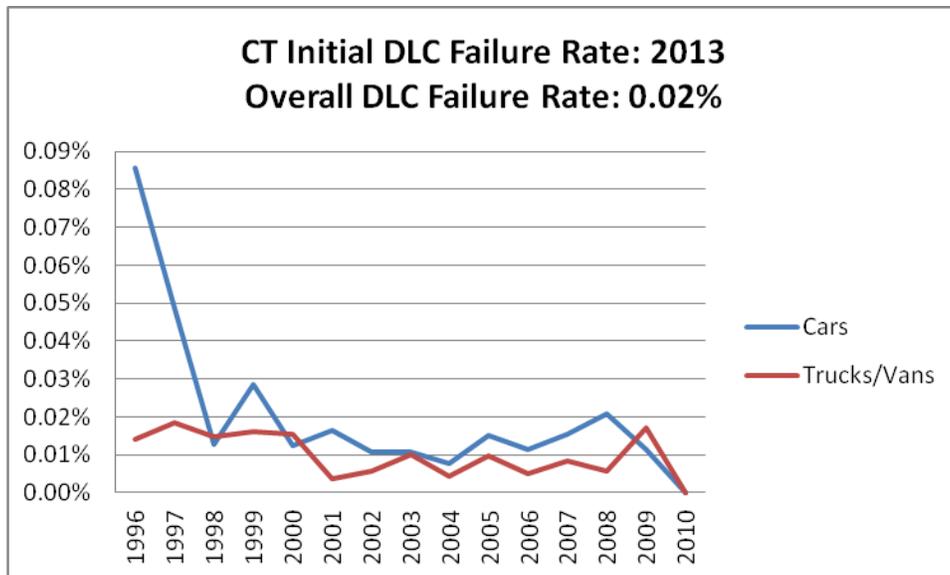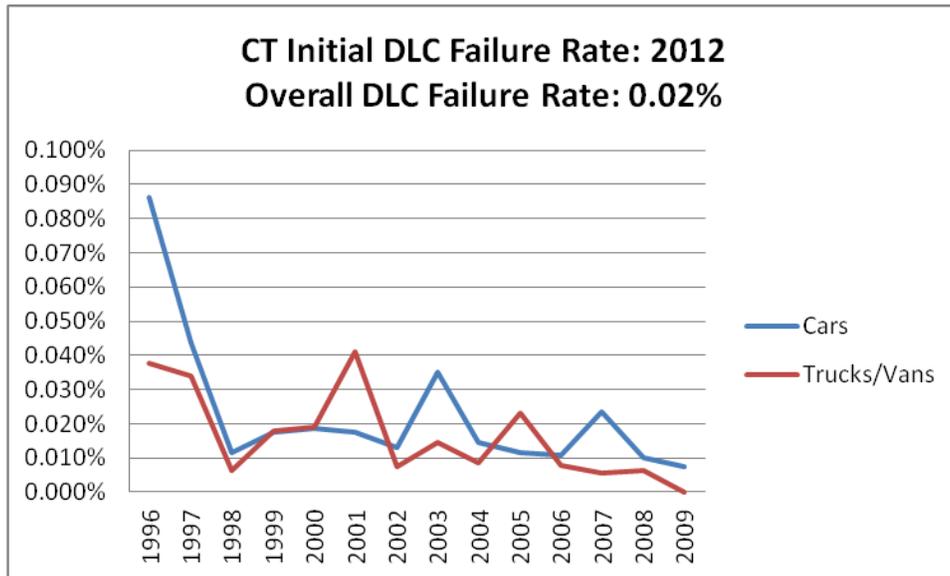
These charts show the percentage of vehicles that failed because the OBD connector, termed the Data Link Connector or DLC, is missing, damaged or obstructed. Overall, few vehicles (0.02%) failed for this reason.

CT Initial Communication Failure Rate: 2012
Overall Communication Failure Rate: 0.43%

CT Initial Communication Failure Rate: 2013
Overall Communication Failure Rate: 0.21%
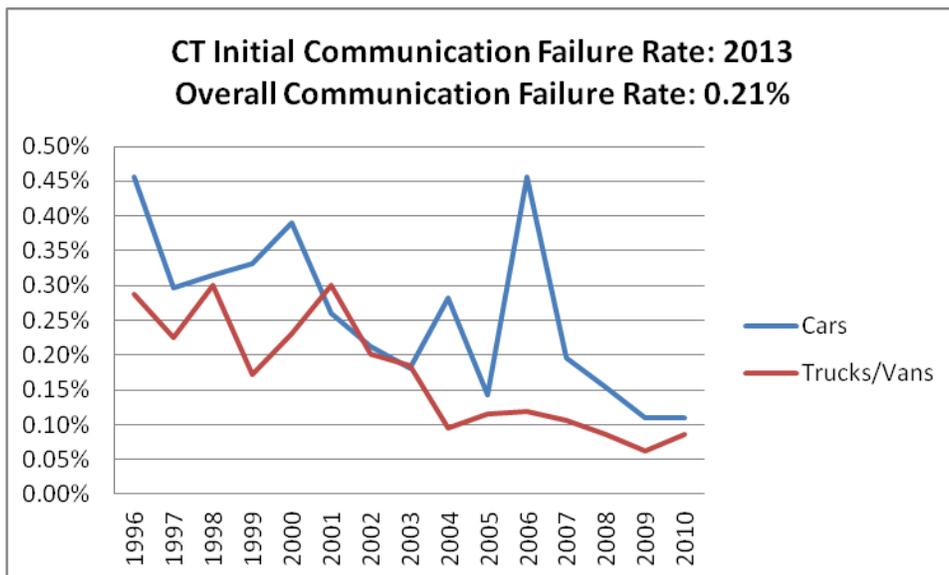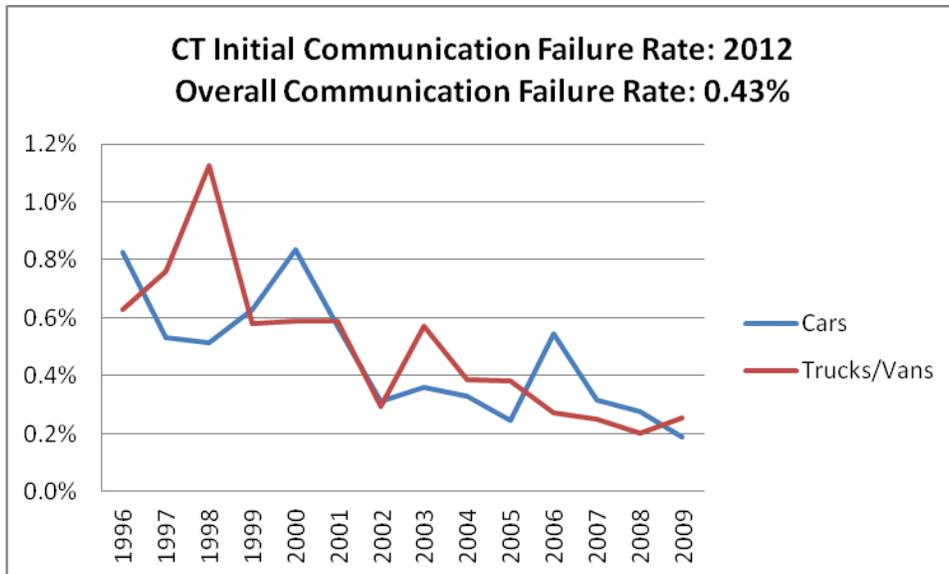
These charts show the percentage of vehicles that failed to communicate with the OBD test equipment. The no communication rate has dropped significantly with the new equipment that was installed in 2011.

OBD Failure Rates 2013: CT vs DE
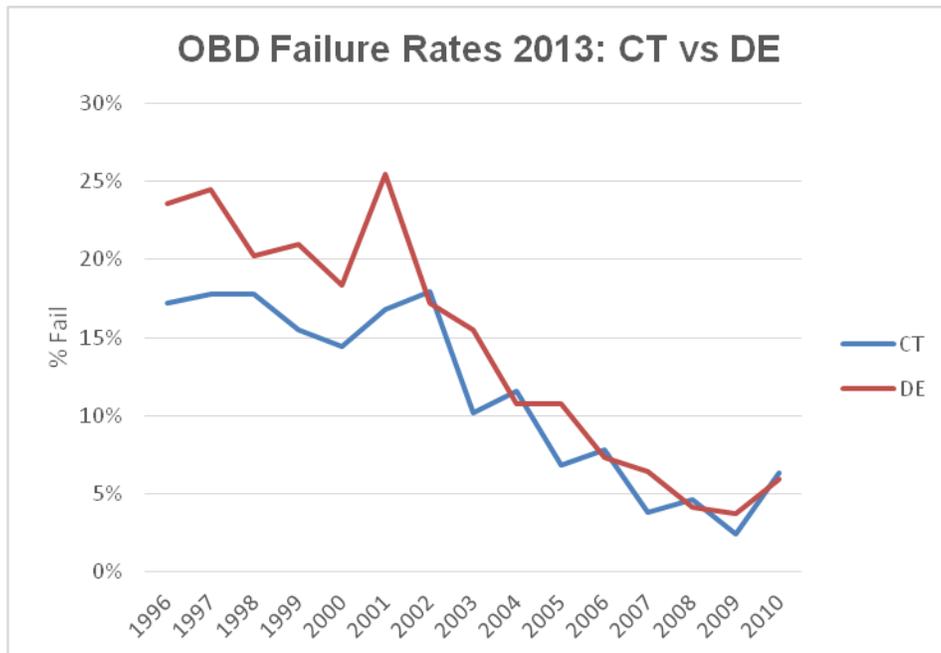
This chart compares failure rates for the OBD tests in Connecticut and Delaware. Delaware is a state-operated test-only program, which is considered by EPA to be a model for peak I/M performance. Failure rates in both programs are similar, which indicates that Connecticut is operating at peak performance with regard to failure rates.

3.0   Observed Failure Rates for Diesel-Powered Vehicles

Diesel-powered vehicles with a GVWR of 10,000 lbs. or less are also tested in the I/M program in Connecticut. Although the testing and reporting of diesel-powered vehicles is not required, historically Connecticut has reported on diesel testing. This report includes additional information on diesel initial testing, first retest as well as second and later retesting, to respond to EPA's request in their comments on 2010 Annual Evaluation of the Connecticut Inspection/Maintenance Program (2010 Evaluation). If the vehicle is equipped with an OBDII system, an OBDII test is performed. Otherwise, the vehicle receives a test designed to identify 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" (i.e., accelerator is quickly pressed and then released) and exhaust smoke opacity is measured. This test is performed with the vehicle being in "neutral or park" and based on the J1667 SAE standards. The average of three snaps is calculated, and compared to the standard recommended by the federal government. Current cut-points for are 1990 55% and 1991 and newer are 40%.

Loaded Mode Diesel (LMD) Test: Vehicles are tested using a dynamometer with loading based on body type to simulate driving at 30 mph. Exhaust smoke opacity is measured and cut point is set at 20% for pass or fail.

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 and DTCs are stored;
- MIL not working (Termed Key-On Engine-Off, KOEO, failure);
- OBD diagnostic link connector damaged, missing or obstructed; and
- Excessive readiness monitors not ready based on the model year

Summary of Failure Rates for Diesel-Powered Vehicles

Following is a summary of test results for the January 1, 2012 to December 31, 2013 period. In 2012, 10,200 diesel-powered vehicles received opacity tests, and an additional 2,501 vehicles received OBD tests. In 2013, 10,747 diesel-powered vehicles received opacity tests, and an additional 3,224 vehicles received OBD tests. The table below compares failure rates in 2012 and 2013 for different tests that are performed on diesel powered vehicles. The increase in failure rates from 2012 to 2013 could be due to aging of the diesel fleet. There were too few diesel powered vehicles receiving second and later retests to do an analysis of trends.

Test Type	Parameter	2012	2013
OBD	% Fail Initial	8.4%	9.3%
	% Fail First Retest	6.8%	8.6%
MSA	% Fail Initial	3.2%	6.6%
	% Fail First Retest	27%	30%
LMD	% Fail Initial	0.8%	1.3%
	% Fail First Retest	6.1%	9.8%

Appendix B has details on the OBD, MSA, and LMD test results for diesel as well as gasoline powered vehicles.

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

4.0   Enforcement of Connecticut's I/M Program

Connecticut's program uses both registration denial and late fee assessment to assure 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

The overall compliance rate is based on the number of passing inspections divided by the number of vehicles subject to inspection. Connecticut committed to a 96% compliance rate for the vehicles subject to I/M requirements in the SIP. In 2013, 984,001 registration renewals were audited, resulting in 52,270 denials, of which 93.1% later complied. This works out to a 99.6% compliance rate, so the overall compliance rate exceeds the SIP compliance rate. A similar compliance rate was observed in 2012 and earlier years.

Late Fees: In 2012, 162,665 late fees were assessed for total fines to motorists of $3.2 million. In 2013, 175,221 late fees were assessed for total fines to motorists of $3.4 million. These fines serve as an effective motivation for compliance with inspection requirements.

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 –** Circumventing I/M tests in Connecticut is nearly impossible. First, Connecticut implements the I/M program on a statewide basis. Second, 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., but likely is limited in scope due to the added expense. 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 –** Historically, 99% 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.

- **Vehicles registered in Connecticut that are operated out-of-state –**

Connecticut - DMV has recently changed its policies with respect to detecting vehicles that are registered in the State of Connecticut, but are being operated outside of the state, to avoid being emission tested. Specifically, under its current procedures, DMV will not allow a vehicle owner to receive numerous time extensions. These efforts are definitely helping to make vehicles registered in Connecticut emissions compliant. DMV assumes that vehicles are scrapped or registered out-of-state if they do not comply with I/M requirements.

Percent of Failed Vehicles That Ultimately Pass

To estimate whether vehicles that failed their emissions test ultimately pass, the fate of vehicles failing their I/M test in 2013 was evaluated. As Connecticut has done in previous reports per EPA recommendations, these results are calculated as the percentage of vehicles that initially failed and do not receive a final pass.

Failures for the first two months of 2013 were tracked through 12/31/2013. Results are shown in the table and figure below. 29% of the failures during this two month period had not yet received a passing result or waiver. This is slightly lower than the percentage for 2012 where 30% of the failures had yet to pass. dKC also compared the total number of vehicles that passed retests in 2013 with the total number of failures in 2013. dKC found that number of vehicles that passed retests equaled 84% of the number of failures in 2013[12]. In 2012, the number of vehicles that passed retests equaled 81% of the number of failures. Ultimately, all vehicles must comply, or they cannot be registered in Connecticut, since I/M compliance is a prerequisite for vehicle registration. As noted above, Connecticut levied $3.4 million in fines for late registration. Overall, over 99% of the vehicles that were tested complied with I/M program requirements.

EPA's comments on the 2012 Annual Evaluation Report encourages states to improve the program performance by reducing the number of vehicles with no final outcome. This year's evaluation demonstrates that only 16% of the failed vehicles had not successfully passed emissions testing by the end of 2013, which is an improvement over the 2012 results. To avoid vehicles that fail in a state with a strong enforcement program, such as Connecticut's, from subsequent re-registration, perhaps in a different state/area with more relaxed testing requirements, EPA suggests that state/areas with I/M programs consider developing Vehicle Identification Number (VIN)-based databases for vehicles that fail I/M tests and do not receive final passing results. Connecticut has not been able to devise a feasible method to identify vehicles that are registered out-of-state due to emissions non-compliance. Connecticut looks forward to EPA's leadership in developing partnerships with other jurisdictions to improve the program by addressing the number of vehicles with no final outcome.

---

[12] The number of vehicles that passed retests in 2013 included vehicles that failed in 2012. Similarly, the number of vehicles that passed retests in 2012 included vehicles that failed in 2011.

Vehicles Tested from 1/1/13 to 3/1/13
with No Known Outcome

Model Year	Initial Fail	Final Retest Pass	No Final Pass	% No Final Pass
1989	102	67	35	34%
1990	128	83	45	35%
1991	115	74	41	36%
1992	157	108	49	31%
1993	222	146	76	34%
1994	292	213	79	27%
1995	436	353	83	19%
1996	662	402	260	39%
1997	1,005	647	358	36%
1998	1,123	739	384	34%
1999	1,454	1,014	440	30%
2000	1,310	868	442	34%
2001	1,307	834	473	36%
2002	1,417	924	493	35%
2003	1,414	1,060	354	25%
2004	1,013	756	257	25%
2005	1,249	986	263	21%
2006	634	480	154	24%
2007	684	548	136	20%
2008	379	319	60	16%
2009	310	277	33	11%
2010	302	272	30	10%
TOTAL	**15,715**	**11,170**	**4,545**	**29%**

Percent of Failed Vehicles That Have Not Yet Passed by Model Year
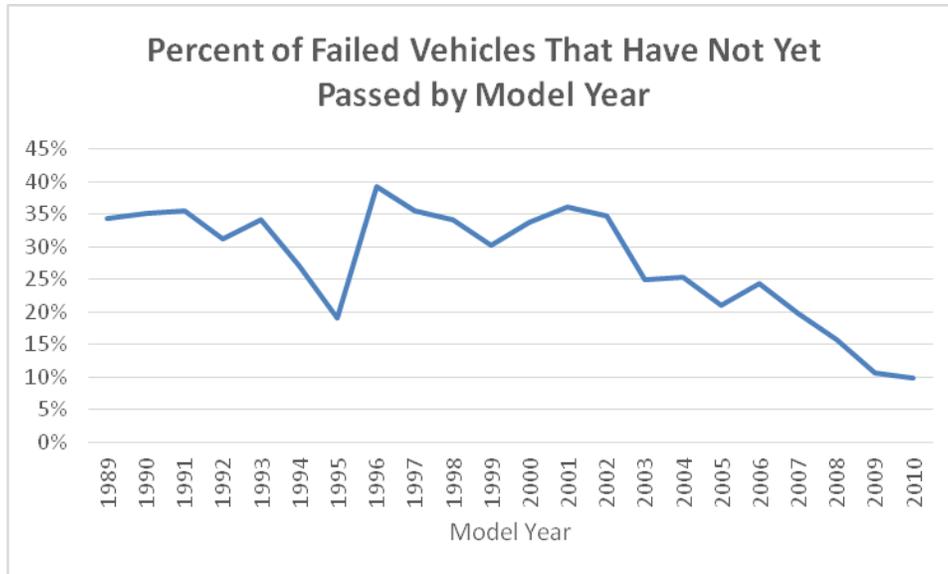
This chart shows the percentage of vehicles that failed the emission test in the first two months of 2013 and never ultimately passed in 2013. The increase from 1995 to 1996 indicates that compliance with the OBD test may be more difficult than the tailpipe test used for pre-1996 vehicles.

Waivers Issued

Another aspect related to enforcement is the number of waivers issued. Program effectiveness is inversely proportional to the waiver rate. As the following table shows, only 0.2% of the vehicles that failed received waivers, indicating that the program is effective. This is much lower than the waiver rates in many other states' I/M programs. Connecticut's I/M SIP committed to 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 of 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 committed to in Connecticut's SIP.

% of Failed Vehicles Receiving Waivers[13] in 2013

Model Year	Passenger Car (P)	Truck (T)	Total # of Waivers	# of Failed Vehicles	% of Failed Vehicles Receiving Waivers
1989	1	0	1	795	0.13%
1990	1	0	1	904	0.11%
1991	2	0	2	895	0.22%
1992	2	1	3	1127	0.27%
1993	4	0	4	1588	0.25%
1994	3	1	4	2014	0.20%
1995	4	2	6	2830	0.21%
1996	4	3	7	3854	0.18%
1997	6	2	8	6010	0.13%
1998	10	2	12	6834	0.18%
1999	13	6	19	8173	0.23%
2000	22	12	34	11248	0.30%
2001	17	12	29	13214	0.22%
2002	16	8	24	8671	0.28%
2003	10	12	22	10541	0.21%
2004	9	4	13	6158	0.21%
2005	9	3	12	8117	0.15%
2006	3	4	7	3825	0.18%
2007	4	2	6	4593	0.13%
Total	140	74	214	107,154	0.20%

[13] Diagnostic and Cost waivers combined.

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 performing improper inspections, passing vehicles that otherwise should fail. The following is a summary of how Connecticut ensures that stations perform proper inspections:

- DMV and its contractor, Applus, run 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:

  o Trigger reports look for anomalies in data recorded during inspection. These reports help DMV identify stations performing fraudulent or inaccurate inspections;

  o Triggers focus on finding the following types of fraud;

    o Clean Scanning: Performing an OBDII test on a fault-free vehicle instead of the vehicle that should be tested;

    o Clean Piping: Performing a tailpipe test on a passing vehicle instead of the vehicle that should be tested;

  o 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 maintain quality assurance measures, which they meet by conducting 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:

  o Real time monitoring/control of vehicle inspections;

  o Video auditors can selectively view inspections; and

  o If anomalies are detected, DMV requires its contractors to take affirmative actions to halt the inspection.

- No other state does more thorough trigger or video audits and follow-up actions.

Triggers for Clean Scanning/Clean Piping

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

- **Mismatch between entered Vehicle Identification Number (VIN) and OBDII VIN** – Certified Testing Inspectors (CTI) may attempt to pass vehicles with OBDII faults by scanning a problem-free vehicle instead of the one that should be inspected.

    - If the vehicle has an electronic VIN available through the vehicle's OBDII system, clean scanning cases can be identified by comparing entered VIN with VIN provided by vehicle's OBDII system.

    - DMV investigates all VIN mismatches. Most mismatches correspond to 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;

- **Short Time Between Initial OBD Test Fail And Retest Pass** – Stations that often show short time periods, in particular one half hour, between the initial test failure and retest pass could be performing fraudulent inspections. (Short Time Period = ½ hour)

    - It is difficult to repair OBD failures and get failing vehicles to pass within a short time period:

        - MIL-On Fails – It takes time for the MIL to go off, or readiness monitors to reset if codes are cleared.

        - Readiness Fails – It takes time for readiness monitors to set to ready, especially the evaporative monitor.

- **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)

dKC developed a new trigger report and applied it to the Connecticut dataset. dKC found that in 2013 less than 0.10% of the inspections were suspect. The percentage of suspect tests in 2013 was lower than in 2012 when less than 0.20% of the tests were suspect. Being suspect only means there was a chance that fraud occurred. These data indicate that inspection fraud is not a serious problem in Connecticut.

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 0.1% of the tests in Connecticut are suspect.

5.0   Quality Assurance Audits

The DMV and their contractor, Applus, perform 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. Most stations receive at least one ETMR per month. In addition, Applus also performs overt audits. Connecticut also checks more items than required by EPA. Connecticut is continuing to evaluate the auditing process to build upon the program's success.

Stations	2012	2013
Total Overt Audits Performed	3,393	4,401
No. of Stations Audited	228	226
No. of Times Each Station Was Audited (range)	1-30[14]	0-31[15]
No. of Stations That Had No Violations for the Entire Year	71	109
Total Number of Audits for Which One or More Violations Were Reported	391	445
No. of Stations That Had Violations	157	117
No. of Stations That Had 1-3 Violations	121	70
No. of Stations That Had 4-6 Violations	30	29
No. of Stations That Had 7-18 Violations	6	18
Agents	**2012**	**2013**
No. of Agents That Performed Audits During the Course of the Year	9	8
No. of Agents That Are No Longer Performing Overt Audits	1	2[16]
No. of Agents That Are Currently Assigned to Perform Audits	8	6
No. of Audits per Agent (range)	0[17]- 783	14 - 1,138
No. of Station Violations Reported per Agent (range)	1 - 143	2 - 223

---

[14] All stations except two were visited at least twice. One station was not visited twice, as it joined the program during the second half of the year, and DMV performed one QA audit at this station. As for the other station, it was not audited because DMV inadvertently missed it due to a paperwork error.

[15] All stations except three were visited at least twice. Three stations were added to the program late in the year and were not audited.

[16] In 2013, two MVA's were reassigned from performing both overt and covert audits to performing covert only in an effort to keep them from being recognized by the testing stations during covert audits with the additional goal of keeping the covert vehicles from being recognized.

[17] One agent out on Workman's Comp for the entire year did not perform any audits.

Equipment Audits

EPA requires that each station receive two emission test equipment audits per year. In 2013, DMV performed 433 equipment audits: 18 stations received 3 audits, 179 stations received 2 audits, 21 stations received one audit, and 8 stations were not audited. Of the 8 stations that were not audited, 4 were added in the second half of the year and were audited prior to being activated. One station had a name change; the previously named station was audited. Three (3) stations were not audited due to a staffing shortage because a lead auditor retired. In addition to DMV's audits, 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.

In 2011, 67% of the stations failed equipment (gas) audits, while in 2012 this percentage dropped to 36%. The percentage of stations that failed equipment audits dropped further in 2013 to 29%. The drop was due to the roll out of new, more reliable emission test benches in the new program.

Results of Equipment Audits

Parameter	2012	2013
Total Equipment Audits	717	433
Total Stations that Failed Equipment Audit	219	127
Percentage of stations that failed an equipment (gas) audit	35.92%	29.33%
Number of stations totally shut down as a result of a failed equipment (gas) audit [18]	0	0
Percentage of stations shut down as a result of failed equipment (gas) audit	0.00%	0.00%

---

[18] Stations that fail equipment audit are prohibited from performing tailpipe emission testing 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 per station. DMV meets these requirements by performing covert audits and video surveillance audits. During 2013, DMV performed 540 covert audits and 1,920 video surveillance audits. During 2012, DMV performed 64 covert audits and 438 video surveillance audits. Video audits repeatedly have been proven to be more effective than covert audits in detecting fraud. DMV performs video surveillance audits on a semi-random basis. After each station receives a video audit, DMV starts a new cycle of audits.

As noted above, DMV performed 540 covert vehicle audits in 2013. Most stations received at least two audits. To address EPA's comments on the 2012 Annual Report, vehicles requiring OBD, ASM and PCTSI tests are used for covert audits. Some of the vehicles are set to fail. Details are provided in Appendix B.

Warnings are routinely issued for false passes if DMV does not find that the CTI intentionally or negligently falsely passed a vehicle, thus there can be a difference between the number of false passes and suspensions. Suspensions are usually associated with violations found from trigger reports and data audits. Most false passes are for minor procedural errors, such as failing to perform the visual MIL check correctly. Unless the station repeats these errors, they are issued warnings rather than being suspended.

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

Connecticut is a model for running trigger reports and following-up on the issues identified as a result of those audits. Suspensions for violations other than covert audit findings or triggers were for various reasons as outlined in the contract under "Inspector Violations," including, but not limited to data entry errors or incorrect test procedures. Connecticut often investigates instances of fraudulent testing, clean piping, and clean screening with federal EPA, and the Commercial Vehicle Safety Division. Connecticut recently investigated with help from federal EPA several cases regarding possible use of an OBD simulator to pass vehicles. 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. However, inspectors can be suspended from testing if infractions are found. Whether or not to suspend a station depends on the assessment of the severity of the infraction by Applus.

Contractor QA Activities

Fraud Prevention Systems

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

- Secure iris recognition system – use of biometrics

- Trend analysis monitoring –

    - Test time duration
    - Initial and retest pass/fail rate
    - Repair costs
    - Waivers
    - Speed variability check
    - Gas cap failure analysis
    - After hours inspection analysis
    - Aborted inspection analysis

Analyzer QA Functions

- Sample system leak check

- Analyzer gas calibrations – Every 72 hours or system will lock out testing

- CDAS units require a two point calibration with BAR 97 high gas followed by BAR 97 low gas blend

- CDAS units have passed BAR 97 certification tests

- Dynamometer undergo a coast down every 72 hours

- Raw transport time verification

- Various other hardware checks are done every 72 hours

- Low sample flow, sample dilution checks etc.

Contractor QA Activities (cont.)

Inspection Results Analysis Audits – monitoring of performance indicators

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

Digital Audits – monitoring of equipment service and repair

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

Conclusion: Connecticut exceeds EPA's recommended levels of quality assurance. High quality, fraud-free inspections are the norm in Connecticut.

6.0   Assessment of OBD Testing Issues

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

EPA allows states to exempt vehicles from readiness requirements, if they have design flaws that cause them to frequently fail for readiness. In 2007, Connecticut updated its readiness exemption list to include vehicles that had extremely high not ready rates. Based on an analysis of 2013 data, additional vehicles do not need to be added to the readiness exemption list.

Vehicles That Fail to Communicate with Connecticut's Test System

A small percentage (0.2%) of the vehicles with OBDII systems failed to communicate with Connecticut's inspection system in 2013. In 2012, 0.4% of the vehicles with OBDII systems failed to communicate with Connecticut's inspection system. These no communication rates are much lower than the no-communication rates observed with the old testing equipment in 2011 and earlier years, indicating that the new OBD inspection equipment works well. In 2013, only one model, 2006 Mercedes-Benz C-Class, appeared to have high no communication rates; 27% of this model failed for no communication.

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.

P 0 1 0 1

Bx - Body
Cx - Chassis
Px - Powertrain
Ux - Network Comm.
x = 0, 1, 2 or 3

Specific Fault Designation

Vehicle Specific System

Example:
P0101 - Mass or Volume Air Flow Circuit Range/Performance Problem

Powertrain Codes
P0xxx - Generic (SAE)
P1xxx - Manufacturer Specific
P2xxx - Generic (SAE)
P30xx-P33xx - Manufacturer Specific
P34xx-P39xx - Generic (SAE)

Chassis Codes
C0xxx - Generic (SAE)
C1xxx - Manufacturer Specific
C2xxx - Manufacturer Specific
C3xxx - Generic (SAE)

Body Codes
B0xxx - Generic (SAE)
B1xxx - Manufacturer Specific
B2xxx - Manufacturer Specific
B3xxx - Generic (SAE)

Network Communication Codes
U0xxx - Generic (SAE)
U1xxx - Manufacturer Specific
U2xxx - Manufacturer Specific
U3xxx - Generic (SAE)

Top 10 DTCs in Connecticut

Following is a list of the most prevalent DTCs in Connecticut in 2012 and 2013. This table lists the ranking of the most prevalent DTCs along with the frequency of its occurrence, expressed as a percentage of MIL-On cases. Note that the top 10 DTCs are present in 62% to 64% of the MIL-on cases, even though there are over 1000 possible DTCs. The ranking is nearly identical in both years.

Connecticut's Top 10 DTCs				
	2012		2013	
DTC	Rank	%	Rank	%
P0420 – Low Catalyst Efficiency	1	12.86%	1	13.51%
P0442 -- Evaporative Emission Control System Leak Detected (small leak)	3	7.60%	2	7.86%
P0171 -- System Too Lean: Bank 1	2	7.96%	3	7.75%
P0455 -- Evaporative Emission Control System Leak Detected (gross leak)	4	7.47%	4	7.44%
P0300 -- Random Misfire	6	4.85%	5	5.40%
P0440 -- Evaporative Emission Control System Malfunction	7	4.59%	6	4.37%
P0174 -- System Too Lean: Bank 2	8	4.51%	7	4.22%
P0141 -- 02 Sensor Heater Circuit Malfunction	9	4.29%	8	3.91%
P0401 – Exhaust Gas Recirculation (EGR) Flow Insufficient	5	5.34%	9	3.85%
P0135 -- 02 Sensor Heater Circuit Malfunction	10	4.15%	10	3.52%
Total		63.62%		61.82%

7.0   2011 to 2013 Inspection Cycle Analysis

A dataset of vehicles that were tested in both 2011 and 2013 was created with the goal of determining the durability of repairs performed on vehicles failing in 2011.

Failure Rates

Failure rates (overall, by test type and by model year) in 2013 were determined for the following groups of vehicles that were tested in 2011:

- Passed initial test in 2011; or

- Failed initial test/passed retest in 2011.

The failure rate for 2013 was 9% for the sample of vehicles that passed their initial test in 2011. The failure rate in 2013 was much higher, 22%, for the sample of vehicles that failed in 2011, 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 2011 and 2013 were calculated for vehicles for the following groups:

- Passed initial test in 2011; or

- Failed initial test but passed retest in 2011.

Emissions were significantly higher two years later for vehicles that failed and were repaired to pass in 2011. On the other hand, vehicles that passed their initial test in 2011 saw minimal increases in emissions in 2013, which indicates that they were capable of maintaining good control over emissions despite their age.

The high failure rates and emissions levels in 2013 for vehicles that failed and were repaired to pass in 2011 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 2011, 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.

2013 Failure Rate by 2011 Test Result by Model Year
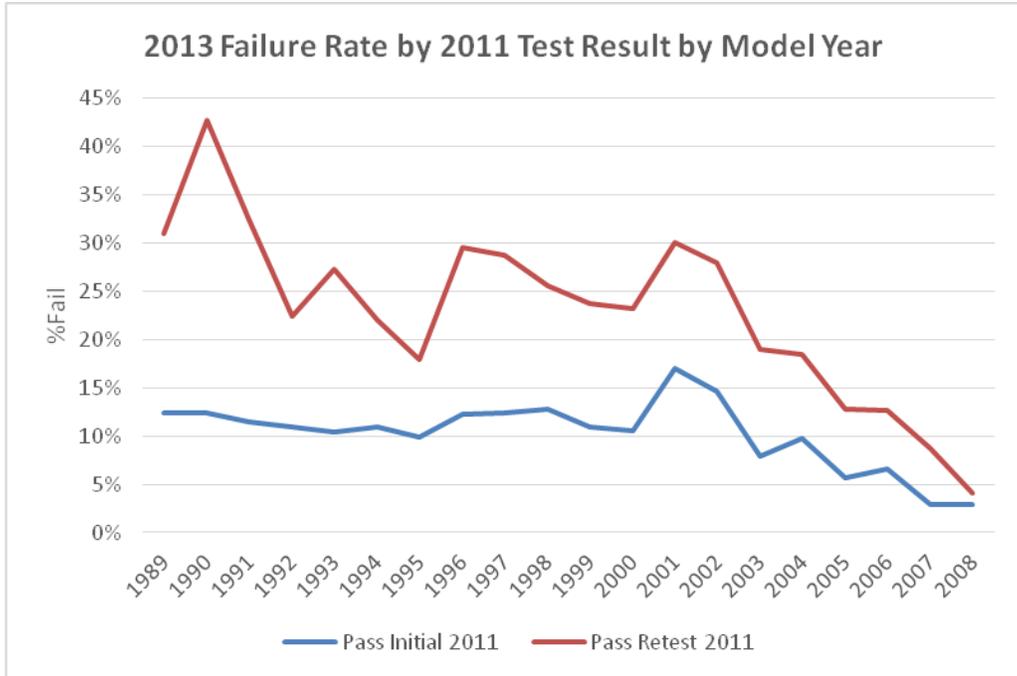
This chart shows failure rates by model year in 2013 for vehicles that passed in 2011. Failure rates in 2013 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2011 and 2) vehicles that failed and were repaired to pass in 2011. The second group had much higher failure rates in 2013, indicating that these vehicles may be more prone to failing I/M inspections.

2013 Test Result by 2011 Test Result By Test Type
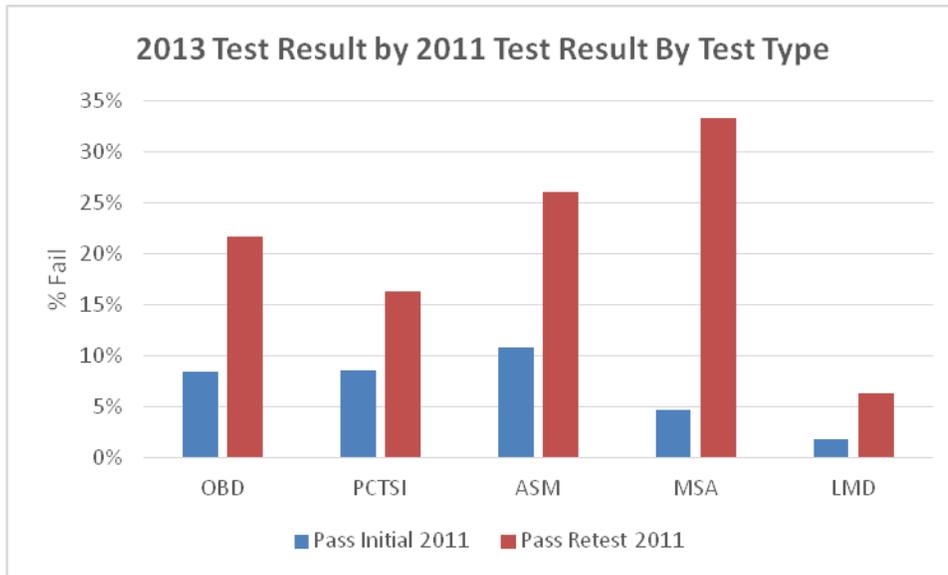
This chart shows failure rates by inspection type in 2013 for vehicles that passed in 2011. Failure rates in 2013 are compared for two groups of vehicles: 1) vehicles that passed their initial test in 2011 and 2) vehicles that failed and were repaired to pass in 2011. The second group had much higher failure rates in 2013 for all inspection types indicating that these vehicles may be more prone to failing I/M inspections.

Comparison of ASM2525 HC in 2011 and 2013 Vehicles Passed Initial Test in 2011

This chart shows average HC emissions by model year in 2011 and 2013 for vehicles that passed their initial test in 2011. Emissions increase slightly from 2011 to 2013. This indicates that many older vehicles can maintain low emissions levels.

Comparison of ASM2525 HC in 2011 and 2013 Vehicles Passed Retest in 2011

This chart shows average HC emissions by model year in 2011 and 2013 for vehicles that passed their retest in 2011. Emissions increase significantly from 2011 to 2013. This may indicate that many repairs may not have fully addressed the emissions problem in any given vehicle.

Comparison of ASM2525 NO in 2011 and 2013
Vehicles Passed Initial Test in 2011

This chart shows average NO emissions by model year in 2011 and 2013 for vehicles that passed their initial test in 2011 Emissions increase slightly from 2011 to 2013. This indicates that many older vehicles can maintain low emissions levels.

Comparison of ASM2525 NO in 2011 and 2013
Vehicles Passed Retest in 2011

This chart shows average NO emissions by model year in 2011 and 2013 for vehicles that passed their retest in 2011. Emissions increase significantly from 2011 to 2013. This may indicate that many repairs may not have fully addressed the emissions problem in any given vehicle.

8.0　Program Enhancements

DEEP and DMV evaluate Connecticut's I/M program to ensure that it continues to operate accurately and effectively while assuring air quality benefits are achieved. In 2011, DMV executed a new contract to upgrade the I/M program. The new program continues to perform tailpipe tests on pre-1996 vehicles, which do not have OBD systems. This will maintain the air quality benefits necessary to meet Clean Air Act requirements and statutory restrictions.

The new program upgraded the inspection equipment. A new type of bench, which is known to be more reliable, was utilized, resolving the high rate of equipment (gas) auditing failures. The OBDII interface has much lower no-communication rates than the old interface. The vendor will supply the vehicles for covert auditing, with DMV staff continuing to conduct the auditing procedures.

Connecticut will continue with stringent quality assurance and fraud detection activities. In addition to conducting ongoing assessments of the I/M program, Connecticut will seek out additional opportunities to increase the effectiveness of the program. For example, the next generation Connecticut Vehicle Inspection Program will place additional emphasis on the training and evaluation of the effectiveness of the role of the repair industry in overall program compliance.

Improvements made in 2012 and 2013

The following enhancements to the Emissions Program were implemented in 2012:

1.　The time extensions policy was changed to disallow a vehicle owner from receiving numerous time extensions, except for special circumstances, such as out of state vehicle owner in the military or college. Across the board multiple extensions for every situation have been eliminated.

2.　Iris Enrollments are now done by Applus.

3.　Iris enrollment prompts are now included in CDAS. An Iris scan cannot be replaced by badge use without previously calling in a work order and the CTI will be locked out without such a work order. The work order and lockout are not automatic. The CTI is prompted by a screen message to call in a work order if the iris enrollment feature is not functional.

4.　VIN enforcement now includes more safeguards to ensure correct VIN is entered.

5.　An evaluation of safeguards is being conducted to improve the accuracy of the GVWR that is entered through the registration process.

6.　A video of the test is now stored with test record.

7. More cameras are being used per lane. Now there are a total of four (3 plus iris), previously there were a total of 3 (2 plus iris

8. New monitoring with an engine temperature sensor ensures the vehicle is warmed up prior to receiving a tailpipe test.

9. The Testing Reciprocity document with other states was updated. Reciprocity is limited to one inspection cycle except for military and college students.

10. The Dashboard is now equipped with automated audit and includes:

  a. Reports
    i. Official Test Report
    ii. Notification Letters Report
    iii. Offline By Test Center Report
    iv. Video Streaming
    v. Consecutive No Communications Report
    vi. Weather Station Report
    vii. Calibration Reports
    viii. VIR Reprint
    ix. Aborted / Incomplete Test Report
    x. TSI Cutpoint Report
    xi. Inventory Adjustment Report

  b. Test Center Documents
    i. CDAS Materials
    ii. Fast Fact Messages
    iii. Certified Emissions Repair Technicians (CERT)
    iv. Test Center Materials
    v. Certified Testing Inspector (CTI) Form
    vi. Training Materials

  c. Non-Compliance
    i. Software Version Compliance
    ii. Vehicles with GVWR>8,500 Pounds
    iii. Monitor Mismatches
    iv. Inspector ID Entry
    v. Software Version Non-Compliance
    vi. All OBD Monitors Display Unsupported
    vii. OBD Short Time Tests <= ½ Hour
    viii. VIN Entry Type
    ix. Offline Test Rates
    x. OBD VIN Mismatch
    xi. A/C Monitor Ready or Not Ready
    xii. ASM Short Time Test <= ½ Hour

xiii. PID and PCM Mismatches
xiv. Aborted Inspection

11. Stations and CTIs are locked out of the system if penalties assessed by Applus according to the contract/station participation agreement schedule of infractions, as established in the Compliance Action Plan, are not received.

12. Challenge test process has been streamlined to ensure the equipment is functioning properly. The procedure now entails first contacting Applus to verify the proper operation of equipment.

13. More diesel test station locations have been brought into the program.

14. CO detectors are now required at all test facilities.

15. System lockouts now occur for weather station anomalies.

16. Equipment tamper/malfunctions generate automatic email notifications.

17. DSL or faster internet connection is now required for test equipment.

18. Every CTI was retrained prior to the start of the new program.

19. Emissions staff is now all centrally stationed in Wethersfield to improve logistics.

20. The fleet testing program was reviewed especially with respect to training and maintenance.

21. Cameras with higher megapixel resolution are now being used.

22. DMV now has access directly to the enhanced comprehensive Work Order database, which enhances review.

23. The Work Order database now indicates all work orders.

24. Work Order database now indicates test type affected.

25. There is new guidance for issuing waivers, including how the nature of the repair has to equate to the reason for failure.

26. Presently revising the CTI training manual to allow for DMV review of training evaluations as a tool to modify and amend the training to increase efficiency.   The new manual also is intended to be used for oversight of equipment malfunction.

In 2013, additional enhancements were made in the following areas:

1.   Improvements to the Dashboard.

   a. New report to ensure camera angles in lanes are aligned to best view the test.
   b. Various other reports were implemented.

2.   Work order database was enhanced.

3.   Analyzer lane software change so at the initialization of each emissions test, the testing inspector is prompted to verify that every camera angle is aligned to best capture the vehicle in the test lane.

4.   New tablet computers have been issued to DMV auditors to speed up and improve auditing capabilities.

   a. Tablets can be used to log onto the Dashboard and view closed station notifications which will help field auditors improve scheduling.
   b. Tablets can be used to view station lane cameras before they arrive for or after they complete an audit.

5.   Implementation of an appeals process by which Stations or Testing Inspectors can appeal any compliance action that is taken against them. The appeals board consists of one each: a DMV, a program vendor (Applus), and an automotive industry representative.

6.   New software was developed to keep covert vehicles hidden/unknown from the testing network. Previously, if a station looked up the history of a covert vehicle they could see that the vehicle was being tested every day at multiple stations throughout the state, thus allowing them to identify it as a covert vehicle. The new software prevents this from happening.

7.   DMV hired a consultant to analyze, compare, and recommend how to improve all aspects including the reporting capabilities of the emissions databases (EDBMS and miniVID.)

Improvements planned in the future

DMV plans to make the following enhancements in the near future:

1.   As a result of a self-imposed DMV "lean" audit of the auditing process, DMV will be revamping the performance auditing functions:

a. DMV will be combining the Overt and QA audits to be done in one visit by one person instead of two separate visits done by two different people.
b. Two additional QA vans are being added to the auditing fleet.
c. All QA vans will be equipped with all tools, supplies, and forms necessary to perform every type of QA and Overt audit.
d. DMV will increase the number of QA zones in the state from four to five.

2.   GPS tracking of all DMV QA and Covert auditors will be available (via the new tablets.)

3.   DMV plans to retrofit the testing analyzers with a new Data Acquisition Device (DAD) developed by Applus Technologies. The DAD retrofit will incorporate an OBD self-test capability to ensure analyzer and cable integrity. All nine pins and wires in the analyzer DLC and cable will be checked. Below is a list of the additional DAD enhancements:

a. Faster interrogation of vehicle OBD systems over current hardware
b. Ability to collect additional Mode/PID combinations
c. Higher level of accuracy on the Mode/PID data
d. Continuous/ongoing improvement as it relates to connection issues, data accuracy and integrity via firmware updates.
e. Since Applus Technologies is using the DAD as part of the California Smog Check Program, a much larger pool of vehicles will allow problem vehicles to be identified faster.
f. As problematic vehicles are identified, firmware updates can occur outside of the traditional software update cycles.

4.   Updated OBD Cable – should reduce cable failures

5.   New barcode labels on calibration gas bottles will improve tracking ability and the quality control of analyzer gas calibrations. The barcode will eliminate the ability for the inspector to manually enter gas bottle values eliminating the occurrence of intentionally changing the expiration dates and causing the analyzer to use expired calibration gas.

6.   Consolidation improvements to the gas cap screen will reduce the current four screens to two and add option for capless fuel systems.

7.   Camera Capture/Camera Verification Screen – software will request inspector to look into camera to capture facial image.

9.0   Conclusions

Key conclusions from this analysis:

❖   Connecticut's I/M program is achieving air quality benefits. Key indicators include a high compliance rate (99%), limited fraud, low waiver rate and an overall failure rate of 10% in 2012 and 2013, which demonstrates that Connecticut is failing the expected number of vehicles, a key metric of program success.

❖   Connecticut actively investigates non-compliance and assesses fines for late inspections. In 2012, 162,665 late fees were assessed. In 2013, 175,221 fines were assessed for late inspections. Linking registration to compliance in addition to assessing late inspection fines contribute to Connecticut's very high compliance rate. The enforcement of Connecticut's I/M program exceeds the enforcement levels assumed in emissions modeling for the Connecticut SIP.

❖   Connecticut conducts extensive compliance assurance activities on the I/M program. Evaluation of these quality assurance data demonstrates that the program performs accurate inspections. Connecticut is a national model for other states' enforcement activities.

❖   Connecticut's new I/M contract is designed to ensure the I/M program continues to effectively achieve the expected air quality benefits. Of note, the program has successfully addressed key equipment challenges of the old program, including more reliable emission test benches and far better communication between vehicles and the OBD inspection equipment.

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
2013 CT I/M Program Data

Appendix B
2013 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**
1989	3,058	2,197	5,255
1990	4,099	1,918	6,017
1991	4,797	1,864	6,661
1992	6,385	2,369	8,754
1993	8,482	4,003	12,485
1994	10,537	6,901	17,438
1995	15,725	9,477	25,202
1996	16,312	10,110	26,422
1997	23,882	16,105	39,987
1998	27,410	17,918	45,328
1999	36,440	25,052	61,492
2000	54,624	34,886	89,510
2001	55,510	37,078	92,588
2002	33,224	25,062	58,286
2003	61,848	52,600	114,448
2004	29,521	30,713	60,234
2005	64,683	61,612	126,295
2006	28,982	24,939	53,921
2007	68,778	55,170	123,948
2008	25,643	20,747	46,390
2009	55,823	33,582	89,405
2010	17,096	8,893	25,989
Grand Total	**652,859**	**483,196**	**1,136,055**

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
1989	1	0	1
1991	0	1	1
1994	0	1	1
1995	2	0	2
1997	9	6	15
1998	6	4	10
1999	29	29	58
2000	70	30	100
2001	11	50	61
2002	4	27	31
2003	17	17	34
2004	4	14	18
2005	25	54	79
2006	53	55	108
2007	327	248	575
2008	70	136	206
2009	13	57	70
Grand Total	**641**	**729**	**1,370**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail
OBD Gasoline	P	1996	2,334	11,697	14,031	16.6%
		1997	3,567	16,997	20,564	17.3%
		1998	4,039	19,445	23,484	17.2%
		1999	5,051	26,634	31,685	15.9%
		2000	7,076	41,059	48,135	14.7%
		2001	7,948	40,488	48,436	16.4%
		2002	5,039	23,091	28,130	17.9%
		2003	5,645	50,690	56,335	10.0%
		2004	3,109	23,172	26,281	11.8%
		2005	3,992	55,865	59,857	6.7%
		2006	2,101	24,433	26,534	7.9%
		2007	2,342	62,444	64,786	3.6%
		2008	1,087	22,936	24,023	4.5%
		2009	1,312	51,461	52,773	2.5%
		2010	972	14,467	15,439	6.3%
	P Total		51,959	443,753	495,712	10.5%
	T	1996	1,391	6,237	7,628	18.2%
		1997	2,214	9,734	11,948	18.5%
		1998	2,669	11,643	14,312	18.6%
		1999	2,939	16,911	19,850	14.8%
		2000	3,925	24,157	28,082	14.0%
		2001	5,031	23,677	28,708	17.5%
		2002	3,461	15,813	19,274	18.0%
		2003	4,536	38,859	43,395	10.5%
		2004	2,824	22,255	25,079	11.3%
		2005	3,796	49,869	53,665	7.1%
		2006	1,614	19,278	20,892	7.7%
		2007	2,086	47,548	49,634	4.2%
		2008	872	17,610	18,482	4.7%
		2009	762	30,123	30,885	2.5%
		2010	533	7,576	8,109	6.6%
	T Total		38,653	341,290	379,943	10.2%
OBD Gasoline Total			94,267	826,169	920,436	10.2%

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail
OBD Diesel	P	1997	13	60	73	17.8%
		1998	21	94	115	18.3%
		1999	23	122	145	15.9%
		2000	32	213	245	13.1%
		2001	14	167	181	7.7%
		2002	19	126	145	13.1%
		2003	34	256	290	11.7%
		2004	6	86	92	6.5%
		2005	28	380	408	6.9%
		2006	7	168	175	4.0%
		2007	1	44	45	2.2%
		2008	2	8	10	20.0%
		2009	37	739	776	4.8%
		2010	13	120	133	9.8%
	P Total		**250**	**2,583**	**2,833**	**8.8%**
	T	1997	3	12	15	20.0%
		1998	0	10	10	0.0%
		1999	2	12	14	14.3%
		2000	0	1	1	0.0%
		2001	0	6	6	0.0%
		2002	1	6	7	14.3%
		2003	1	8	9	11.1%
		2004	1	7	8	12.5%
		2005	11	45	56	19.6%
		2006	2	26	28	7.1%
		2007	3	73	76	3.9%
		2008	3	15	18	16.7%
		2009	15	91	106	14.2%
		2010	9	28	37	24.3%
	T Total		**51**	**340**	**391**	**13.0%**
OBD Diesel Total			**301**	**2,923**	**3,224**	**9.3%**
OBD Hybrid	P	2000	0	24	24	0.0%
		2001	6	71	77	7.8%
		2002	13	55	68	19.1%
		2003	41	203	244	16.8%
		2004	21	182	203	10.3%
		2005	34	908	942	3.6%
		2006	12	250	262	4.6%
		2007	42	1,856	1,898	2.2%
		2008	15	562	577	2.6%
		2009	16	1,061	1,077	1.5%
		2010	17	651	668	2.5%
	P Total		**217**	**5,823**	**6,040**	**3.6%**
	T	2005	2	62	64	3.1%
		2006	7	274	281	2.5%
		2007	15	333	348	4.3%
		2008	5	193	198	2.5%
		2009	6	220	226	2.7%
		2010	1	76	77	1.3%
	T Total		**36**	**1,158**	**1,194**	**3.0%**
OBD Hybrid Total			**253**	**6,981**	**7,234**	**3.5%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail
PCTSI	P	1989	4	21	25	16.0%
		1990	17	81	98	17.3%
		1991	40	182	222	18.0%
		1992	51	275	326	15.6%
		1993	88	553	641	13.7%
		1994	73	511	584	12.5%
		1995	160	1,264	1,424	11.2%
		1996	0	0	0	
		1997	0	4	4	0.0%
		1998	0	4	4	0.0%
		1999	0	4	4	0.0%
		2000	0	9	9	0.0%
		2001	0	9	9	0.0%
		2002	0	7	7	0.0%
		2003	1	10	11	9.1%
		2004	1	8	9	11.1%
		2005	2	19	21	9.5%
		2006	1	11	12	8.3%
		2007	1	15	16	6.3%
		2008	2	16	18	11.1%
		2009	2	28	30	6.7%
		2010	0	4	4	0.0%
	P Total		443	3,035	3,478	12.7%
	T	1989	61	176	237	25.7%
		1990	44	139	183	24.0%
		1991	42	158	200	21.0%
		1992	43	147	190	22.6%
		1993	99	442	541	18.3%
		1994	161	787	948	17.0%
		1995	289	1,288	1,577	18.3%
		1996	120	470	590	20.3%
		1997	197	886	1,083	18.2%
		1998	93	625	718	13.0%
		1999	144	1,261	1,405	10.2%
		2000	197	2,021	2,218	8.9%
		2001	193	2,458	2,651	7.3%
		2002	128	1,406	1,534	8.3%
		2003	266	3,311	3,577	7.4%
		2004	185	1,714	1,899	9.7%
		2005	232	2,871	3,103	7.5%
		2006	70	1,429	1,499	4.7%
		2007	83	2,375	2,458	3.4%
		2008	13	816	829	1.6%
		2009	37	1,415	1,452	2.5%
		2010	6	142	148	4.1%
	T Total		2,703	26,337	29,040	9.3%
	PCTSI Total		3,146	29,372	32,518	9.7%

Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail
ASM	P	1989	439	2,097	2,536	17.3%
		1990	593	2,606	3,199	18.5%
		1991	623	3,073	3,696	16.9%
		1992	796	4,143	4,939	16.1%
		1993	1,057	5,309	6,366	16.6%
		1994	1,187	7,265	8,452	14.0%
		1995	1,670	10,520	12,190	13.7%
	P Total		6,365	35,014	41,379	15.4%
	T	1989	287	1,229	1,516	18.9%
		1990	245	1,058	1,303	18.8%
		1991	189	1,151	1,340	14.1%
		1992	227	1,587	1,814	12.5%
		1993	340	2,530	2,870	11.8%
		1994	575	4,343	4,918	11.7%
		1995	669	5,847	6,516	10.3%
	T Total		2,533	17,745	20,278	12.5%
ASM Total			8,898	52,759	61,657	14.4%

Table (a) (2)(i). Initial Test Results (Network Testing)

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail
MSA	P	1989	1	2	3	33.3%
		1990	0	2	2	0.0%
		1991	0	1	1	0.0%
		1992	1	2	3	33.3%
		1993	0	3	3	0.0%
		1994	1	1	2	50.0%
		1995	0	8	8	0.0%
		1996	0	14	14	0.0%
		1997	0	2	2	0.0%
		2002	0	1	1	0.0%
		2005	0	2	2	0.0%
		2007	0	1	1	0.0%
		2008	0	1	1	0.0%
	P Total		**3**	**40**	**43**	**7.0%**
	T	1989	1	21	22	4.5%
		1990	2	15	17	11.8%
		1991	0	14	14	0.0%
		1992	7	13	20	35.0%
		1993	1	28	29	3.4%
		1994	13	35	48	27.1%
		1995	9	68	77	11.7%
		1996	6	80	86	7.0%
		1997	12	140	152	7.9%
		1998	11	54	65	16.9%
		1999	12	239	251	4.8%
		2000	10	169	179	5.6%
		2001	12	177	189	6.3%
		2002	3	121	124	2.4%
		2003	9	223	232	3.9%
		2004	8	135	143	5.6%
		2005	10	217	227	4.4%
		2006	7	114	121	5.8%
		2007	6	159	165	3.6%
		2008	5	84	89	5.6%
		2009	6	45	51	11.8%
		2010	1	2	3	33.3%
	T Total		**151**	**2,153**	**2,304**	**6.6%**
	MSA Total		**154**	**2,193**	**2,347**	**6.6%**

Table (a) (2)(i). Initial Test Results (Network Testing)						
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail
LMD	P	1989	1	4	5	20.0%
		1990	3	14	17	17.6%
		1991	1	38	39	2.6%
		1992	1	19	20	5.0%
		1993	1	11	12	8.3%
		1994	0	6	6	0.0%
		1995	2	33	35	5.7%
		1996	0	49	49	0.0%
		1997	0	2	2	0.0%
		1998	0	1	1	0.0%
		1999	0	4	4	0.0%
		2000	0	1	1	0.0%
		2001	0	5	5	0.0%
		2002	0	9	9	0.0%
		2003	0	6	6	0.0%
		2004	0	7	7	0.0%
		2005	0	6	6	0.0%
		2006	1	1	2	50.0%
		2007	0	7	7	0.0%
		2008	0	1	1	0.0%
		2009	0	8	8	0.0%
		2010	0	2	2	0.0%
	P Total		10	234	244	4.1%
	T	1989	1	28	29	3.4%
		1990	0	42	42	0.0%
		1991	0	36	36	0.0%
		1992	1	58	59	1.7%
		1993	2	91	93	2.2%
		1994	4	145	149	2.7%
		1995	31	260	291	10.7%
		1996	2	292	294	0.7%
		1997	4	520	524	0.8%
		1998	1	182	183	0.5%
		1999	2	607	609	0.3%
		2000	7	638	645	1.1%
		2001	5	795	800	0.6%
		2002	3	469	472	0.6%
		2003	8	990	998	0.8%
		2004	3	555	558	0.5%
		2005	9	891	900	1.0%
		2006	3	425	428	0.7%
		2007	9	632	641	1.4%
		2008	0	227	227	0.0%
		2009	5	155	160	3.1%
		2010	1	17	18	5.6%
	T Total		101	8,055	8,156	1.2%
	LMD Total		111	8,289	8,400	1.3%
	Grand Total		107,154	928,826	1,035,980	10.3%

Table (a)(2)(i) Initial Test Results (Fleet Testing)						
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail
OBD	P	1997	1	7	8	12.5%
		1998	0	6	6	0.0%
		1999	1	27	28	3.6%
		2000	2	66	68	2.9%
		2001	0	11	11	0.0%
		2002	0	4	4	0.0%
		2003	2	13	15	13.3%
		2004	0	4	4	0.0%
		2005	0	25	25	0.0%
		2006	2	49	51	3.9%
		2007	9	308	317	2.8%
		2008	2	66	68	2.9%
		2009	1	11	12	8.3%
	P OBD Total		**20**	**597**	**617**	**3.2%**
	T	1997	0	6	6	0.0%
		1998	0	4	4	0.0%
		1999	1	25	26	3.8%
		2000	0	30	30	0.0%
		2001	2	46	48	4.2%
		2002	2	23	25	8.0%
		2003	1	13	14	7.1%
		2004	0	12	12	0.0%
		2005	6	40	46	13.0%
		2006	0	52	52	0.0%
		2007	8	222	230	3.5%
		2008	4	124	128	3.1%
		2009	2	49	51	3.9%
	T OBD Total		**26**	**646**	**672**	**3.9%**
	OBD Total		**46**	**1,243**	**1,289**	**3.6%**
PCTSI	P	1989	0	1	1	0.0%
		1995	0	2	2	0.0%
		2007	0	1	1	0.0%
	P PCTSI Total		**0**	**4**	**4**	**0.0%**
	T	1991	0	1	1	0.0%
		1994	0	1	1	0.0%
		1999	0	2	2	0.0%
		2003	0	2	2	0.0%
		2004	0	2	2	0.0%
		2005	0	2	2	0.0%
		2006	1	1	2	50.0%
		2007	1	8	9	11.1%
		2008	1	2	3	33.3%
		2009	0	4	4	0.0%
	T PCTSI Total		**3**	**25**	**28**	**10.7%**
	PCTSI Total		**3**	**29**	**32**	**9.4%**
	Grand Total		**49**	**1,272**	**1,321**	**3.7%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass
OBD Gasoline	P	1996	334	1,575	1,909	17.5%	82.5%
		1997	460	2,368	2,828	16.3%	83.7%
		1998	526	2,799	3,325	15.8%	84.2%
		1999	549	3,542	4,091	13.4%	86.6%
		2000	694	4,941	5,635	12.3%	87.7%
		2001	714	5,470	6,184	11.5%	88.5%
		2002	509	3,904	4,413	11.5%	88.5%
		2003	369	4,214	4,583	8.1%	91.9%
		2004	220	2,528	2,748	8.0%	92.0%
		2005	185	3,063	3,248	5.7%	94.3%
		2006	98	1,794	1,892	5.2%	94.8%
		2007	60	1,888	1,948	3.1%	96.9%
		2008	18	956	974	1.8%	98.2%
		2009	16	1,081	1,097	1.5%	98.5%
		2010	0	824	824	0.0%	100.0%
	P Total		4,752	40,947	45,699	10.4%	89.6%
	T	1996	209	948	1,157	18.1%	81.9%
		1997	326	1,524	1,850	17.6%	82.4%
		1998	298	1,941	2,239	13.3%	86.7%
		1999	303	2,150	2,453	12.4%	87.6%
		2000	372	2,850	3,222	11.5%	88.5%
		2001	458	3,673	4,131	11.1%	88.9%
		2002	349	2,820	3,169	11.0%	89.0%
		2003	293	3,513	3,806	7.7%	92.3%
		2004	181	2,461	2,642	6.9%	93.1%
		2005	169	3,037	3,206	5.3%	94.7%
		2006	94	1,416	1,510	6.2%	93.8%
		2007	66	1,592	1,658	4.0%	96.0%
		2008	20	819	839	2.4%	97.6%
		2009	6	604	610	1.0%	99.0%
		2010	0	463	463	0.0%	100.0%
	T Total		3,144	29,811	32,955	9.5%	90.5%
OBD Gasoline Total			7,896	70,758	78,654	10.04%	90.0%
OBD Diesel Total (too few tests for vehicle type and model year breakout)			21	223	244	8.6%	91.4%
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			13	181	194	6.7%	93.3%

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass
PCTSI	P	1989	0	3	3	0.0%	100.0%
		1990	1	10	11	9.1%	90.9%
		1991	10	27	37	27.0%	73.0%
		1992	10	33	43	23.3%	76.7%
		1993	16	68	84	19.0%	81.0%
		1994	12	61	73	16.4%	83.6%
		1995	23	120	143	16.1%	83.9%
		2003	0	1	1	0.0%	100.0%
		2004	0	1	1	0.0%	100.0%
		2005	0	2	2	0.0%	100.0%
		2006	0	1	1	0.0%	100.0%
		2007	0	1	1	0.0%	100.0%
		2008	0	2	2	0.0%	100.0%
		2009	0	2	2	0.0%	100.0%
	P Total		**72**	**332**	**404**	**17.8%**	**82.2%**
	T	1989	14	41	55	25.5%	74.5%
		1990	5	28	33	15.2%	84.8%
		1991	7	31	38	18.4%	81.6%
		1992	7	24	31	22.6%	77.4%
		1993	10	72	82	12.2%	87.8%
		1994	28	131	159	17.6%	82.4%
		1995	42	223	265	15.8%	84.2%
		1996	25	82	107	23.4%	76.6%
		1997	27	143	170	15.9%	84.1%
		1998	6	79	85	7.1%	92.9%
		1999	14	118	132	10.6%	89.4%
		2000	21	162	183	11.5%	88.5%
		2001	13	166	179	7.3%	92.7%
		2002	11	125	136	8.1%	91.9%
		2003	21	240	261	8.0%	92.0%
		2004	17	169	186	9.1%	90.9%
		2005	18	196	214	8.4%	91.6%
		2006	14	54	68	20.6%	79.4%
		2007	6	72	78	7.7%	92.3%
		2008	2	17	19	10.5%	89.5%
		2009	2	32	34	5.9%	94.1%
		2010	1	5	6	16.7%	83.3%
	T Total		**311**	**2,210**	**2,521**	**12.3%**	**87.7%**
	PCTSI Total		**383**	**2,542**	**2,925**	**13.1%**	**86.9%**

Table (a) (2)(ii, iii). First Retest Results (Network Tests)							
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass
ASM	P	1989	114	240	354	32.2%	67.8%
		1990	168	351	519	32.4%	67.6%
		1991	185	345	530	34.9%	65.1%
		1992	252	417	669	37.7%	62.3%
		1993	302	589	891	33.9%	66.1%
		1994	260	765	1025	25.4%	74.6%
		1995	342	1074	1416	24.2%	75.8%
	P Total		1,627	3,781	5,408	30.1%	69.9%
	T	1989	68	172	240	28.3%	71.7%
		1990	67	155	222	30.2%	69.8%
		1991	36	143	179	20.1%	79.9%
		1992	27	178	205	13.2%	86.8%
		1993	46	255	301	15.3%	84.7%
		1994	72	462	534	13.5%	86.5%
		1995	48	571	619	7.8%	92.2%
	T Total		365	1,936	2,301	15.9%	84.1%
ASM Total			1,992	5,717	7,709	25.8%	74.2%
MSA Total (too few tests for vehicle type and model year breakout)			31	74	105	29.5%	70.5%
LMD Diesel Total (too few tests for vehicle type and model year breakout)			8	74	82	9.8%	90.2%
Grand Total			10,345	79,585	89,930	11.5%	88.5%

Table (a) (2) (iv). Second and Later Retest Results (Network Tests)							
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass
OBD Gasoline	**P**	1996	99	208	307	32.2%	67.8%
		1997	134	261	395	33.9%	66.1%
		1998	133	324	457	29.1%	70.9%
		1999	145	341	486	29.8%	70.2%
		2000	147	395	542	27.1%	72.9%
		2001	159	418	577	27.6%	72.4%
		2002	98	303	401	24.4%	75.6%
		2003	67	247	314	21.3%	78.7%
		2004	28	128	156	17.9%	82.1%
		2005	30	117	147	20.4%	79.6%
		2006	15	70	85	17.6%	82.4%
		2007	2	32	34	5.9%	94.1%
		2008	1	14	15	6.7%	93.3%
		2009	3	13	16	18.8%	81.3%
	P Total		**1,061**	**2,871**	**3,932**	**27.0%**	**73.0%**
	T	1996	66	135	201	32.8%	67.2%
		1997	104	204	308	33.8%	66.2%
		1998	90	190	280	32.1%	67.9%
		1999	81	222	303	26.7%	73.3%
		2000	74	240	314	23.6%	76.4%
		2001	85	297	382	22.3%	77.7%
		2002	72	251	323	22.3%	77.7%
		2003	65	215	280	23.2%	76.8%
		2004	29	133	162	17.9%	82.1%
		2005	16	110	126	12.7%	87.3%
		2006	15	65	80	18.8%	81.3%
		2007	5	44	49	10.2%	89.8%
		2008	2	13	15	13.3%	86.7%
		2009	0	5	5	0.0%	100.0%
	T Total		**704**	**2,124**	**2,828**	**24.9%**	**75.1%**
OBD Gasoline Total			**1,765**	**4,995**	**6,760**	**26.1%**	**73.9%**
OBD Diesel Total (too few tests for vehicle type and model year breakout)			**1**	**12**	**13**	**7.7%**	**92.3%**
OBD Hybrid Total (too few tests for vehicle type and model year breakout)			**2**	**6**	**8**	**25.0%**	**75.0%**

Table (a) (2) (iv). Second and Later Retest Results (Network Tests)							
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass
PCTSI	P	1990	5	1	6	83.3%	16.7%
		1991	3	5	8	37.5%	62.5%
		1992	6	10	16	37.5%	62.5%
		1993	9	9	18	50.0%	50.0%
		1994	5	10	15	33.3%	66.7%
		1995	5	15	20	25.0%	75.0%
	P Total		33	50	83	39.8%	60.2%
	T	1989	6	5	11	54.5%	45.5%
		1990	5	4	9	55.6%	44.4%
		1991	7	6	13	53.8%	46.2%
		1992	2	7	9	22.2%	77.8%
		1993	11	13	24	45.8%	54.2%
		1994	19	24	43	44.2%	55.8%
		1995	24	33	57	42.1%	57.9%
		1996	13	25	38	34.2%	65.8%
		1997	14	20	34	41.2%	58.8%
		1998	2	5	7	28.6%	71.4%
		1999	3	12	15	20.0%	80.0%
		2000	9	17	26	34.6%	65.4%
		2001	2	12	14	14.3%	85.7%
		2002	0	10	10	0.0%	100.0%
		2003	5	19	24	20.8%	79.2%
		2004	4	17	21	19.0%	81.0%
		2005	3	19	22	13.6%	86.4%
		2006	3	13	16	18.8%	81.3%
		2007	3	6	9	33.3%	66.7%
		2008	1	2	3	33.3%	66.7%
		2009	0	2	2	0.0%	100.0%
		2010	0	1	1	0.0%	100.0%
	T Total		136	272	408	33.3%	66.7%
PCTSI Total			169	322	491	34.4%	65.6%

Table (a) (2) (iv). Second and Later Retest Results (Network Tests)							
Test Type	Vehicle Type	Model Year	# Fail	# Pass	Total	% Fail	% Pass
ASM	P	1989	53	77	130	40.8%	59.2%
		1990	122	122	244	50.0%	50.0%
		1991	124	140	264	47.0%	53.0%
		1992	184	183	367	50.1%	49.9%
		1993	248	218	466	53.2%	46.8%
		1994	212	168	380	55.8%	44.2%
		1995	260	226	486	53.5%	46.5%
	P Total		1,209	1,137	2,346	51.5%	48.5%
		1989	40	46	86	46.5%	53.5%
		1990	48	59	107	44.9%	55.1%
		1991	16	28	44	36.4%	63.6%
		1992	10	23	33	30.3%	69.7%
		1993	30	27	57	52.6%	47.4%
		1994	35	50	85	41.2%	58.8%
		1995	26	38	64	40.6%	59.4%
	T Total		206	271	477	43.2%	56.8%
ASM Total			1,415	1,408	2,823	50.1%	49.9%
MSA Total (too few tests for vehicle type and model year breakout)			20	26	46	43.5%	56.5%
LMD Diesel Total (too few tests for vehicle type and model year breakout)			0	4	4	0.0%	100.0%
Grand Total			3,372	6,773	10,145	33.2%	66.8%

	Table (a)(2)(v). Waivers Issued		
Model Year	Passenger Car (P)	Truck (T)	Grand Total
1989	1	0	1
1990	1	0	1
1991	2	0	2
1992	2	1	3
1993	4	0	4
1994	3	1	4
1995	4	2	6
1996	4	3	7
1997	6	2	8
1998	10	2	12
1999	13	6	19
2000	22	12	34
2001	17	12	29
2002	16	8	24
2003	10	12	22
2004	9	4	13
2005	9	3	12
2006	3	4	7
2007	4	2	6
Total	**140**	**74**	**214**

Vehicle Type	Model Year	# of Initial Tests	Fail Initial Test	Pass 1st Retest	Pass 2nd+ Retest	Total # that Pass After Fail	# That do not Pass *	% No Final Pass *	% No Final Pass as %
	1989	2,569	445	245	130	375	70	2.7%	15.7%
	1990	3,316	613	364	250	614	-1	0.0%	-0.2%
	1991	3,958	664	372	272	644	20	0.5%	3.0%
	1992	5,288	849	452	383	835	14	0.3%	1.6%
	1993	7,022	1,146	658	484	1,142	4	0.1%	0.3%
	1994	9,044	1,261	826	395	1,221	40	0.4%	3.2%
	1995	13,657	1,832	1,196	506	1,702	130	1.0%	7.1%
	1996	14,094	2,334	1,575	309	1,884	450	3.2%	19.3%
	1997	20,646	3,580	2,377	396	2,773	807	3.9%	22.5%
	1998	23,605	4,060	2,812	463	3,275	785	3.3%	19.3%
P	1999	31,839	5,074	3,558	490	4,048	1,026	3.2%	20.2%
	2000	48,418	7,109	4,969	543	5,512	1,597	3.3%	22.5%
	2001	48,727	7,973	5,486	580	6,066	1,907	3.9%	23.9%
	2002	28,382	5,075	3,927	403	4,330	745	2.6%	14.7%
	2003	56,887	5,721	4,267	317	4,584	1,137	2.0%	19.9%
	2004	26,593	3,137	2,547	158	2,705	432	1.6%	13.8%
	2005	61,237	4,057	3,113	147	3,260	797	1.3%	19.6%
	2006	26,985	2,122	1,812	86	1,898	224	0.8%	10.6%
	2007	66,757	2,388	1,922	36	1,958	430	0.6%	18.0%
	2008	24,635	1,106	975	15	990	116	0.5%	10.5%
	2009	54,670	1,368	1,120	16	1,136	232	0.4%	17.0%
	2010	16,251	1,002	845	0	845	157	1.0%	15.7%
P Total		594,580	62,916	45,418	6,379	51,797	11,119	1.9%	17.7%

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	Total # that Pass After Fail	# That do not Pass *	% No Final Pass *	% No Final Pass as %
						Table (a) (2)(vi). Vehicles with No Final Pass			
T	1989	1,804	350	213	97	310	40	2.2%	11.4%
	1990	1,545	291	185	116	301	-10	-0.6%	-3.4%
	1991	1,590	231	174	57	231	0	0.0%	0.0%
	1992	2,083	278	205	45	250	28	1.3%	10.1%
	1993	3,533	442	330	83	413	29	0.8%	6.6%
	1994	6,063	753	602	131	733	20	0.3%	2.7%
	1995	8,461	998	801	122	923	75	0.9%	7.5%
	1996	8,599	1,520	1,033	241	1,274	246	2.9%	16.2%
	1997	13,722	2,430	1,676	348	2,024	406	3.0%	16.7%
	1998	15,289	2,774	2,025	296	2,321	453	3.0%	16.3%
	1999	22,131	3,099	2,277	323	2,600	499	2.3%	16.1%
	2000	31,125	4,139	3,022	343	3,365	774	2.5%	18.7%
	2001	32,357	5,241	3,849	399	4,248	993	3.1%	18.9%
	2002	21,412	3,596	2,951	338	3,289	307	1.4%	8.5%
	2003	48,211	4,820	3,763	309	4,072	748	1.6%	15.5%
	2004	27,692	3,021	2,638	184	2,822	199	0.7%	6.6%
	2005	58,015	4,060	3,255	152	3,407	653	1.1%	16.1%
	2006	23,249	1,703	1,486	96	1,582	121	0.5%	7.1%
	2007	53,343	2,205	1,697	58	1,755	450	0.8%	20.4%
	2008	19,858	901	847	19	866	35	0.2%	3.9%
	2009	32,902	831	663	8	671	160	0.5%	19.3%
	2010	8,416	555	475	1	476	79	0.9%	14.2%
T Total		**441,400**	**44,238**	**34,167**	**3,766**	**37,933**	**6,305**	**1.4%**	**14.3%**
Grand Total		**1,035,980**	**107,154**	**79,585**	**10,145**	**89,730**	**17,424**	**1.7%**	**16.3%**

* These are the totals for 2013. Some of the vehicles passed in 2013 after failing their initial test in 2012, producing negative the values in these columns.

Table (a) (2)(xi, xii). Passing and Failing OBD Tests (Network Tests)					
Vehicle Type	Model Year	Fail OBD	Pass OBD	Grand Total	% Fail
P	1996	2,760	13,487	16,247	17.0%
	1997	4,168	19,704	23,872	17.5%
	1998	4,712	22,689	27,401	17.2%
	1999	5,759	30,668	36,427	15.8%
	2000	7,938	46,675	54,613	14.5%
	2001	8,835	46,661	55,496	15.9%
	2002	5,669	27,538	33,207	17.1%
	2003	6,140	55,690	61,830	9.9%
	2004	3,370	26,134	29,504	11.4%
	2005	4,248	60,404	64,652	6.6%
	2006	2,223	26,744	28,967	7.7%
	2007	2,434	66,319	68,753	3.5%
	2008	1,120	24,501	25,621	4.4%
	2009	1,382	54,401	55,783	2.5%
	2010	1,002	16,088	17,090	5.9%
P Total		61,760	537,703	599,463	10.3%
T	1996	1,659	7,327	8,986	18.5%
	1997	2,646	11,477	14,123	18.7%
	1998	3,054	13,790	16,844	18.1%
	1999	3,324	19,299	22,623	14.7%
	2000	4,368	27,251	31,619	13.8%
	2001	5,572	27,655	33,227	16.8%
	2002	3,880	18,893	22,773	17.0%
	2003	4,891	42,599	47,490	10.3%
	2004	3,033	24,858	27,891	10.9%
	2005	3,995	53,129	57,124	7.0%
	2006	1,732	21,066	22,798	7.6%
	2007	2,177	49,629	51,806	4.2%
	2008	905	18,670	19,575	4.6%
	2009	788	31,088	31,876	2.5%
	2010	547	8,169	8,716	6.3%
T Total		42,571	374,900	417,471	10.2%
Grand Total		104,331	912,603	1,016,934	10.3%

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

Vehicle Type	Model Year	MIL Command On Result (#)				
		MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication	Total
P	1996	1,947	10	14,209	81	16,247
	1997	2,794	9	20,942	127	23,872
	1998	3,222	6	24,088	85	27,401
	1999	3,805	11	32,481	130	36,427
	2000	5,356	14	49,039	204	54,613
	2001	5,191	7	50,150	148	55,496
	2002	3,387	5	29,742	73	33,207
	2003	3,594	15	58,096	125	61,830
	2004	1,876	6	27,528	94	29,504
	2005	2,383	5	62,142	122	64,652
	2006	1,132	31	27,668	136	28,967
	2007	1,210	7	67,386	150	68,753
	2008	439	1	25,138	43	25,621
	2009	438	2	55,276	67	55,783
	2010	40	0	17,032	18	17,090
P Total		**36,814**	**129**	**560,917**	**1,603**	**599,463**
T	1996	1,096	1	7,863	26	8,986
	1997	1,656	5	12,428	34	14,123
	1998	1,933	6	14,857	48	16,844
	1999	2,031	16	20,539	37	22,623
	2000	2,720	6	28,822	71	31,619
	2001	3,088	3	30,047	89	33,227
	2002	2,253	6	20,472	42	22,773
	2003	3,100	39	44,264	87	47,490
	2004	1,758	15	26,091	27	27,891
	2005	2,216	10	54,829	69	57,124
	2006	966	10	21,796	26	22,798
	2007	1,148	9	50,591	58	51,806
	2008	361	1	19,196	17	19,575
	2009	282	0	31,569	25	31,876
	2010	26	0	8,683	7	8,716
T Total		**24,634**	**127**	**392,047**	**663**	**417,471**
Grand Total		**61,448**	**256**	**952,964**	**2,266**	**1,016,934**

		MIL Command On Result (%)			
Vehicle Type	Model Year	MIL Commanded-On With Codes	MIL Commanded-On Without Codes	MIL Not Commanded-On	No Communication
P	1996	11.98%	0.06%	87.46%	0.50%
	1997	11.70%	0.04%	87.73%	0.53%
	1998	11.76%	0.02%	87.91%	0.31%
	1999	10.45%	0.03%	89.17%	0.36%
	2000	9.81%	0.03%	89.79%	0.37%
	2001	9.35%	0.01%	90.37%	0.27%
	2002	10.20%	0.02%	89.57%	0.22%
	2003	5.81%	0.02%	93.96%	0.20%
	2004	6.36%	0.02%	93.30%	0.32%
	2005	3.69%	0.01%	96.12%	0.19%
	2006	3.91%	0.11%	95.52%	0.47%
	2007	1.76%	0.01%	98.01%	0.22%
	2008	1.71%	0.00%	98.11%	0.17%
	2009	0.79%	0.00%	99.09%	0.12%
	2010	0.23%	0.00%	99.66%	0.11%
P Total		**6.14%**	**0.02%**	**93.57%**	**0.27%**
T	1996	12.20%	0.01%	87.50%	0.29%
	1997	11.73%	0.04%	88.00%	0.24%
	1998	11.48%	0.04%	88.20%	0.28%
	1999	8.98%	0.07%	90.79%	0.16%
	2000	8.60%	0.02%	91.15%	0.22%
	2001	9.29%	0.01%	90.43%	0.27%
	2002	9.89%	0.03%	89.90%	0.18%
	2003	6.53%	0.08%	93.21%	0.18%
	2004	6.30%	0.05%	93.55%	0.10%
	2005	3.88%	0.02%	95.98%	0.12%
	2006	4.24%	0.04%	95.60%	0.11%
	2007	2.22%	0.02%	97.65%	0.11%
	2008	1.84%	0.01%	98.06%	0.09%
	2009	0.88%	0.00%	99.04%	0.08%
	2010	0.30%	0.00%	99.62%	0.08%
T Total		**5.90%**	**0.03%**	**93.91%**	**0.16%**
Grand Total		**6.04%**	**0.03%**	**93.71%**	**0.22%**

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

Table (a) (2)(xxiii). # and % Not Ready (Network Tests): All Fuels						
Vehicle Type	Model Year	Fail Readiness	Exempted from Readiness	Pass Readiness	Total**	% Fail Readiness
P	1996	851	3,582	11,733	16,247	5.2%
	1997	1,702	1,429	20,614	23,872	7.1%
	1998	1,855	1,798	23,663	27,401	6.8%
	1999	2,374	364	33,559	36,427	6.5%
	2000	3,032	834	50,543	54,613	5.6%
	2001	4,475	763	50,110	55,496	8.1%
	2002	2,849	3	30,282	33,207	8.6%
	2003	2,941	2,497	56,267	61,830	4.8%
	2004	1,771	0	27,639	29,504	6.0%
	2005	2,119	1	62,410	64,652	3.3%
	2006	1,075	0	27,756	28,967	3.7%
	2007	1,226	0	67,377	68,753	1.8%
	2008	697	0	24,881	25,621	2.7%
	2009	927	0	54,789	55,783	1.7%
	2010	952	0	16,120	17,090	5.6%
P Total		28,846	11,271	557,743	599,463	4.8%
T	1996	636	759	7,565	8,986	7.1%
	1997	1,110	599	12,380	14,123	7.9%
	1998	1,246	509	15,041	16,844	7.4%
	1999	1,526	389	20,671	22,623	6.7%
	2000	1,898	20	29,630	31,619	6.0%
	2001	2,865	2,146	28,127	33,227	8.6%
	2002	2,005	202	20,524	22,773	8.8%
	2003	2,067	5,632	39,704	47,490	4.4%
	2004	1,526	25	26,313	27,891	5.5%
	2005	2,070	247	54,738	57,124	3.6%
	2006	935	40	21,797	22,798	4.1%
	2007	1,152	38	50,558	51,806	2.2%
	2008	586	0	18,972	19,575	3.0%
	2009	511	0	31,340	31,876	1.6%
	2010	518	0	8,191	8,716	5.9%
T Total		20,651	10,606	385,551	417,471	4.9%
Grand Total		49,497	21,877	943,294	1,016,934	4.9%

** Total includes no communication

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000014	1989	0	1	1	0.0%
	1990	1	0	1	100.0%
	1991	1	3	4	25.0%
	1992	1	3	4	25.0%
	1993	1	10	11	9.1%
	1994	3	10	13	23.1%
	1995	3	16	19	15.8%
	1996	2	8	10	20.0%
	1997	2	22	24	8.3%
	1998	3	32	35	8.6%
	1999	5	34	39	12.8%
	2000	9	80	89	10.1%
	2001	5	69	74	6.8%
	2002	6	47	53	11.3%
	2003	7	106	113	6.2%
	2004	5	45	50	10.0%
	2005	7	107	114	6.1%
	2006	4	49	53	7.5%
	2007	4	148	152	2.6%
	2008	1	55	56	1.8%
	2009	2	134	136	1.5%
	2010	3	34	37	8.1%
ST0000014 Total		75	1013	1088	6.9%
ST0000020	1989	4	12	16	25.0%
	1990	2	36	38	5.3%
	1991	7	25	32	21.9%
	1992	5	23	28	17.9%
	1993	8	34	42	19.0%
	1994	16	82	98	16.3%
	1995	12	78	90	13.3%
	1996	12	80	92	13.0%
	1997	40	135	175	22.9%
	1998	40	143	183	21.9%
	1999	41	215	256	16.0%
	2000	64	304	368	17.4%
	2001	93	317	410	22.7%
	2002	42	267	309	13.6%
	2003	56	492	548	10.2%
	2004	38	314	352	10.8%
	2005	56	611	667	8.4%
	2006	29	350	379	7.7%
	2007	30	621	651	4.6%
	2008	15	315	330	4.5%
	2009	12	500	512	2.3%
	2010	15	292	307	4.9%
ST0000020 Total		637	5246	5883	10.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000023	1989	3	11	14	21.4%
	1990	4	23	27	14.8%
	1991	5	28	33	15.2%
	1992	9	37	46	19.6%
	1993	7	46	53	13.2%
	1994	11	62	73	15.1%
	1995	17	92	109	15.6%
	1996	28	104	132	21.2%
	1997	32	150	182	17.6%
	1998	35	153	188	18.6%
	1999	34	225	259	13.1%
	2000	75	330	405	18.5%
	2001	58	363	421	13.8%
	2002	46	162	208	22.1%
	2003	41	517	558	7.3%
	2004	36	209	245	14.7%
	2005	51	587	638	8.0%
	2006	12	190	202	5.9%
	2007	24	526	550	4.4%
	2008	18	145	163	11.0%
	2009	14	396	410	3.4%
	2010	6	63	69	8.7%
ST0000023 Total		566	4419	4985	11.4%
ST0000034	1989	4	15	19	21.1%
	1990	1	11	12	8.3%
	1991	5	12	17	29.4%
	1992	7	20	27	25.9%
	1993	6	32	38	15.8%
	1994	5	44	49	10.2%
	1995	9	56	65	13.8%
	1996	4	73	77	5.2%
	1997	11	83	94	11.7%
	1998	18	116	134	13.4%
	1999	19	137	156	12.2%
	2000	25	223	248	10.1%
	2001	36	214	250	14.4%
	2002	35	133	168	20.8%
	2003	35	388	423	8.3%
	2004	15	163	178	8.4%
	2005	21	470	491	4.3%
	2006	4	169	173	2.3%
	2007	18	481	499	3.6%
	2008	9	189	198	4.5%
	2009	12	423	435	2.8%
	2010	1	108	109	0.9%
ST0000034 Total		300	3560	3860	7.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000036	1989	0	4	4	0.0%
	1990	0	6	6	0.0%
	1991	1	7	8	12.5%
	1992	3	8	11	27.3%
	1993	4	9	13	30.8%
	1994	5	18	23	21.7%
	1995	6	27	33	18.2%
	1996	6	23	29	20.7%
	1997	10	33	43	23.3%
	1998	9	32	41	22.0%
	1999	14	65	79	17.7%
	2000	13	104	117	11.1%
	2001	17	101	118	14.4%
	2002	15	77	92	16.3%
	2003	9	130	139	6.5%
	2004	20	84	104	19.2%
	2005	16	213	229	7.0%
	2006	12	110	122	9.8%
	2007	25	308	333	7.5%
	2008	13	140	153	8.5%
	2009	22	240	262	8.4%
	2010	12	134	146	8.2%
ST0000036 Total		232	1873	2105	11.0%
ST0000065	1989	0	12	12	0.0%
	1990	1	10	11	9.1%
	1991	2	16	18	11.1%
	1992	1	23	24	4.2%
	1993	3	27	30	10.0%
	1994	10	34	44	22.7%
	1995	5	57	62	8.1%
	1996	13	33	46	28.3%
	1997	14	100	114	12.3%
	1998	13	83	96	13.5%
	1999	29	137	166	17.5%
	2000	21	205	226	9.3%
	2001	41	206	247	16.6%
	2002	17	114	131	13.0%
	2003	29	323	352	8.2%
	2004	19	140	159	11.9%
	2005	19	357	376	5.1%
	2006	16	148	164	9.8%
	2007	22	408	430	5.1%
	2008	18	200	218	8.3%
	2009	17	357	374	4.5%
	2010	20	213	233	8.6%
ST0000065 Total		330	3203	3533	9.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000107	1989	1	13	14	7.1%
	1990	2	17	19	10.5%
	1991	2	13	15	13.3%
	1992	3	31	34	8.8%
	1993	7	39	46	15.2%
	1994	5	46	51	9.8%
	1995	7	92	99	7.1%
	1996	12	77	89	13.5%
	1997	32	120	152	21.1%
	1998	34	130	164	20.7%
	1999	43	195	238	18.1%
	2000	58	301	359	16.2%
	2001	52	296	348	14.9%
	2002	33	193	226	14.6%
	2003	43	439	482	8.9%
	2004	28	218	246	11.4%
	2005	46	523	569	8.1%
	2006	12	197	209	5.7%
	2007	22	474	496	4.4%
	2008	8	195	203	3.9%
	2009	6	352	358	1.7%
	2010	3	143	146	2.1%
ST0000107 Total		459	4104	4563	10.1%
ST0000112	1989	4	18	22	18.2%
	1990	4	25	29	13.8%
	1991	1	26	27	3.7%
	1992	3	30	33	9.1%
	1993	6	45	51	11.8%
	1994	8	60	68	11.8%
	1995	5	81	86	5.8%
	1996	12	74	86	14.0%
	1997	15	103	118	12.7%
	1998	25	139	164	15.2%
	1999	20	201	221	9.0%
	2000	40	300	340	11.8%
	2001	53	302	355	14.9%
	2002	20	145	165	12.1%
	2003	39	377	416	9.4%
	2004	17	196	213	8.0%
	2005	33	456	489	6.7%
	2006	7	198	205	3.4%
	2007	12	470	482	2.5%
	2008	7	168	175	4.0%
	2009	6	340	346	1.7%
	2010	7	98	105	6.7%
ST0000112 Total		344	3852	4196	8.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000120	1989	6	7	13	46.2%
	1990	6	15	21	28.6%
	1991	6	27	33	18.2%
	1992	1	28	29	3.4%
	1993	12	32	44	27.3%
	1994	9	59	68	13.2%
	1995	12	78	90	13.3%
	1996	22	89	111	19.8%
	1997	22	108	130	16.9%
	1998	26	118	144	18.1%
	1999	26	180	206	12.6%
	2000	40	294	334	12.0%
	2001	50	298	348	14.4%
	2002	35	203	238	14.7%
	2003	46	460	506	9.1%
	2004	27	314	341	7.9%
	2005	27	491	518	5.2%
	2006	24	241	265	9.1%
	2007	24	445	469	5.1%
	2008	15	209	224	6.7%
	2009	20	380	400	5.0%
	2010	22	239	261	8.4%
ST0000120 Total		478	4315	4793	10.0%
ST0000125	1989	5	31	36	13.9%
	1990	4	25	29	13.8%
	1991	7	42	49	14.3%
	1992	8	43	51	15.7%
	1993	7	62	69	10.1%
	1994	8	83	91	8.8%
	1995	15	124	139	10.8%
	1996	16	117	133	12.0%
	1997	30	165	195	15.4%
	1998	33	185	218	15.1%
	1999	31	267	298	10.4%
	2000	53	421	474	11.2%
	2001	63	438	501	12.6%
	2002	41	276	317	12.9%
	2003	63	668	731	8.6%
	2004	30	271	301	10.0%
	2005	43	727	770	5.6%
	2006	19	260	279	6.8%
	2007	21	708	729	2.9%
	2008	8	193	201	4.0%
	2009	13	484	497	2.6%
	2010	0	51	51	0.0%
ST0000125 Total		518	5641	6159	8.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000132	1989	1	8	9	11.1%
	1990	2	14	16	12.5%
	1991	1	10	11	9.1%
	1992	1	12	13	7.7%
	1993	5	10	15	33.3%
	1994	3	18	21	14.3%
	1995	3	30	33	9.1%
	1996	5	47	52	9.6%
	1997	11	58	69	15.9%
	1998	10	71	81	12.3%
	1999	16	116	132	12.1%
	2000	18	173	191	9.4%
	2001	32	211	243	13.2%
	2002	16	80	96	16.7%
	2003	20	323	343	5.8%
	2004	20	160	180	11.1%
	2005	27	417	444	6.1%
	2006	10	193	203	4.9%
	2007	21	563	584	3.6%
	2008	13	180	193	6.7%
	2009	13	437	450	2.9%
	2010	5	87	92	5.4%
ST0000132 Total		253	3218	3471	7.3%
ST0000171	1989	3	8	11	27.3%
	1990	1	7	8	12.5%
	1991	3	14	17	17.6%
	1992	3	13	16	18.8%
	1993	6	28	34	17.6%
	1994	4	37	41	9.8%
	1995	7	61	68	10.3%
	1996	9	48	57	15.8%
	1997	7	90	97	7.2%
	1998	12	81	93	12.9%
	1999	18	172	190	9.5%
	2000	25	249	274	9.1%
	2001	26	296	322	8.1%
	2002	24	117	141	17.0%
	2003	28	468	496	5.6%
	2004	17	200	217	7.8%
	2005	22	530	552	4.0%
	2006	6	217	223	2.7%
	2007	19	629	648	2.9%
	2008	7	228	235	3.0%
	2009	11	514	525	2.1%
	2010	2	83	85	2.4%
ST0000171 Total		260	4090	4350	6.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000193	1989	3	23	26	11.5%
	1990	6	25	31	19.4%
	1991	3	32	35	8.6%
	1992	5	36	41	12.2%
	1993	6	53	59	10.2%
	1994	5	97	102	4.9%
	1995	9	118	127	7.1%
	1996	10	99	109	9.2%
	1997	22	140	162	13.6%
	1998	32	162	194	16.5%
	1999	34	239	273	12.5%
	2000	55	410	465	11.8%
	2001	73	414	487	15.0%
	2002	55	198	253	21.7%
	2003	50	635	685	7.3%
	2004	43	287	330	13.0%
	2005	55	752	807	6.8%
	2006	24	303	327	7.3%
	2007	33	885	918	3.6%
	2008	14	318	332	4.2%
	2009	11	691	702	1.6%
	2010	17	165	182	9.3%
ST0000193 Total		565	6082	6647	8.5%
ST0000229	1989	0	1	1	0.0%
	1991	0	1	1	0.0%
	1992	0	3	3	0.0%
	1993	1	3	4	25.0%
	1994	2	1	3	66.7%
	1995	1	13	14	7.1%
	1996	0	12	12	0.0%
	1997	2	18	20	10.0%
	1998	3	19	22	13.6%
	1999	4	34	38	10.5%
	2000	4	55	59	6.8%
	2001	11	61	72	15.3%
	2002	5	21	26	19.2%
	2003	10	93	103	9.7%
	2004	7	54	61	11.5%
	2005	7	153	160	4.4%
	2006	3	64	67	4.5%
	2007	6	229	235	2.6%
	2008	5	72	77	6.5%
	2009	9	163	172	5.2%
	2010	16	156	172	9.3%
ST0000229 Total		96	1226	1322	7.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000326	1989	6	12	18	33.3%
	1990	4	21	25	16.0%
	1991	7	28	35	20.0%
	1992	7	36	43	16.3%
	1993	9	73	82	11.0%
	1994	5	94	99	5.1%
	1995	14	125	139	10.1%
	1996	24	105	129	18.6%
	1997	31	204	235	13.2%
	1998	46	226	272	16.9%
	1999	49	308	357	13.7%
	2000	59	456	515	11.5%
	2001	87	458	545	16.0%
	2002	49	231	280	17.5%
	2003	42	612	654	6.4%
	2004	40	277	317	12.6%
	2005	42	722	764	5.5%
	2006	22	302	324	6.8%
	2007	10	642	652	1.5%
	2008	5	196	201	2.5%
	2009	7	427	434	1.6%
	2010	0	35	35	0.0%
ST0000326 Total		565	5590	6155	9.2%
ST0000328	1989	7	29	36	19.4%
	1990	2	25	27	7.4%
	1991	4	42	46	8.7%
	1992	8	58	66	12.1%
	1993	6	60	66	9.1%
	1994	8	110	118	6.8%
	1995	13	165	178	7.3%
	1996	26	126	152	17.1%
	1997	32	180	212	15.1%
	1998	39	204	243	16.0%
	1999	47	331	378	12.4%
	2000	67	477	544	12.3%
	2001	84	422	506	16.6%
	2002	40	217	257	15.6%
	2003	63	578	641	9.8%
	2004	46	284	330	13.9%
	2005	47	620	667	7.0%
	2006	37	266	303	12.2%
	2007	27	665	692	3.9%
	2008	14	216	230	6.1%
	2009	12	440	452	2.7%
	2010	6	67	73	8.2%
ST0000328 Total		635	5582	6217	10.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000329	1989	1	12	13	7.7%
	1990	1	11	12	8.3%
	1991	0	14	14	0.0%
	1992	2	20	22	9.1%
	1993	1	19	20	5.0%
	1994	3	35	38	7.9%
	1995	11	67	78	14.1%
	1996	14	79	93	15.1%
	1997	24	112	136	17.6%
	1998	31	122	153	20.3%
	1999	29	174	203	14.3%
	2000	39	254	293	13.3%
	2001	61	264	325	18.8%
	2002	42	162	204	20.6%
	2003	41	377	418	9.8%
	2004	29	210	239	12.1%
	2005	32	491	523	6.1%
	2006	15	193	208	7.2%
	2007	22	543	565	3.9%
	2008	2	176	178	1.1%
	2009	7	328	335	2.1%
	2010	0	26	26	0.0%
ST0000329 Total		407	3689	4096	9.9%
ST0000359	1989	4	18	22	18.2%
	1990	5	21	26	19.2%
	1991	7	20	27	25.9%
	1992	8	22	30	26.7%
	1993	6	33	39	15.4%
	1994	3	41	44	6.8%
	1995	15	85	100	15.0%
	1996	13	73	86	15.1%
	1997	24	102	126	19.0%
	1998	21	119	140	15.0%
	1999	22	179	201	10.9%
	2000	23	253	276	8.3%
	2001	48	271	319	15.0%
	2002	18	161	179	10.1%
	2003	29	395	424	6.8%
	2004	14	196	210	6.7%
	2005	33	477	510	6.5%
	2006	9	176	185	4.9%
	2007	11	484	495	2.2%
	2008	8	152	160	5.0%
	2009	7	343	350	2.0%
	2010	5	55	60	8.3%
ST0000359 Total		333	3676	4009	8.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000373	1989	0	5	5	0.0%
	1990	2	5	7	28.6%
	1991	0	3	3	0.0%
	1992	1	4	5	20.0%
	1993	0	13	13	0.0%
	1994	2	13	15	13.3%
	1995	3	31	34	8.8%
	1996	0	40	40	0.0%
	1997	7	40	47	14.9%
	1998	6	55	61	9.8%
	1999	16	88	104	15.4%
	2000	15	121	136	11.0%
	2001	16	113	129	12.4%
	2002	11	72	83	13.3%
	2003	22	179	201	10.9%
	2004	9	82	91	9.9%
	2005	12	215	227	5.3%
	2006	8	85	93	8.6%
	2007	9	257	266	3.4%
	2008	0	80	80	0.0%
	2009	2	183	185	1.1%
	2010	1	21	22	4.5%
ST0000373 Total		142	1705	1847	7.7%
ST0000375	1989	0	5	5	0.0%
	1990	0	6	6	0.0%
	1991	1	3	4	25.0%
	1992	0	4	4	0.0%
	1993	1	6	7	14.3%
	1994	2	8	10	20.0%
	1995	1	13	14	7.1%
	1996	1	15	16	6.3%
	1997	5	19	24	20.8%
	1998	3	29	32	9.4%
	1999	0	28	28	0.0%
	2000	4	38	42	9.5%
	2001	13	46	59	22.0%
	2002	4	31	35	11.4%
	2003	8	62	70	11.4%
	2004	6	46	52	11.5%
	2005	4	102	106	3.8%
	2006	0	37	37	0.0%
	2007	5	107	112	4.5%
	2008	1	40	41	2.4%
	2009	2	65	67	3.0%
	2010	0	6	6	0.0%
ST0000375 Total		61	716	777	7.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000386	1989	2	44	46	4.3%
	1990	5	33	38	13.2%
	1991	10	42	52	19.2%
	1992	10	65	75	13.3%
	1993	13	80	93	14.0%
	1994	15	121	136	11.0%
	1995	33	210	243	13.6%
	1996	46	210	256	18.0%
	1997	62	331	393	15.8%
	1998	65	398	463	14.0%
	1999	85	527	612	13.9%
	2000	112	794	906	12.4%
	2001	131	809	940	13.9%
	2002	86	404	490	17.6%
	2003	101	1189	1290	7.8%
	2004	50	415	465	10.8%
	2005	96	1274	1370	7.0%
	2006	45	402	447	10.1%
	2007	46	1243	1289	3.6%
	2008	23	378	401	5.7%
	2009	26	962	988	2.6%
	2010	14	204	218	6.4%
ST0000386 Total		1076	10135	11211	9.6%
ST0000412	1989	10	21	31	32.3%
	1990	4	31	35	11.4%
	1991	10	26	36	27.8%
	1992	6	35	41	14.6%
	1993	11	62	73	15.1%
	1994	14	71	85	16.5%
	1995	8	112	120	6.7%
	1996	17	95	112	15.2%
	1997	30	156	186	16.1%
	1998	26	161	187	13.9%
	1999	30	206	236	12.7%
	2000	47	276	323	14.6%
	2001	63	334	397	15.9%
	2002	33	157	190	17.4%
	2003	44	339	383	11.5%
	2004	16	195	211	7.6%
	2005	28	444	472	5.9%
	2006	15	191	206	7.3%
	2007	14	436	450	3.1%
	2008	1	158	159	0.6%
	2009	8	353	361	2.2%
	2010	2	52	54	3.7%
ST0000412 Total		437	3911	4348	10.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000434	1989	7	19	26	26.9%
	1990	1	31	32	3.1%
	1991	6	20	26	23.1%
	1992	3	35	38	7.9%
	1993	3	49	52	5.8%
	1994	9	66	75	12.0%
	1995	13	85	98	13.3%
	1996	11	110	121	9.1%
	1997	26	190	216	12.0%
	1998	32	203	235	13.6%
	1999	31	314	345	9.0%
	2000	63	463	526	12.0%
	2001	83	547	630	13.2%
	2002	44	262	306	14.4%
	2003	56	788	844	6.6%
	2004	23	389	412	5.6%
	2005	59	1120	1179	5.0%
	2006	24	388	412	5.8%
	2007	34	1188	1222	2.8%
	2008	18	381	399	4.5%
	2009	20	891	911	2.2%
	2010	33	270	303	10.9%
ST0000434 Total		599	7809	8408	7.1%
ST0000469	1989	5	18	23	21.7%
	1990	4	30	34	11.8%
	1991	4	13	17	23.5%
	1992	6	40	46	13.0%
	1993	7	51	58	12.1%
	1994	9	75	84	10.7%
	1995	17	99	116	14.7%
	1996	16	115	131	12.2%
	1997	18	193	211	8.5%
	1998	20	176	196	10.2%
	1999	42	298	340	12.4%
	2000	50	438	488	10.2%
	2001	47	420	467	10.1%
	2002	31	227	258	12.0%
	2003	40	539	579	6.9%
	2004	22	259	281	7.8%
	2005	39	645	684	5.7%
	2006	11	236	247	4.5%
	2007	17	627	644	2.6%
	2008	11	204	215	5.1%
	2009	4	474	478	0.8%
	2010	3	53	56	5.4%
ST0000469 Total		423	5230	5653	7.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000493	1989	3	11	14	21.4%
	1990	2	12	14	14.3%
	1991	1	12	13	7.7%
	1992	3	9	12	25.0%
	1993	4	17	21	19.0%
	1994	2	33	35	5.7%
	1995	1	46	47	2.1%
	1996	8	41	49	16.3%
	1997	10	55	65	15.4%
	1998	15	70	85	17.6%
	1999	11	124	135	8.1%
	2000	29	171	200	14.5%
	2001	25	168	193	13.0%
	2002	18	89	107	16.8%
	2003	26	261	287	9.1%
	2004	15	142	157	9.6%
	2005	19	345	364	5.2%
	2006	12	133	145	8.3%
	2007	16	397	413	3.9%
	2008	5	111	116	4.3%
	2009	7	260	267	2.6%
	2010	1	20	21	4.8%
ST0000493 Total		233	2527	2760	8.4%
ST0000516	1989	4	20	24	16.7%
	1990	2	17	19	10.5%
	1991	0	17	17	0.0%
	1992	2	27	29	6.9%
	1993	4	37	41	9.8%
	1994	6	41	47	12.8%
	1995	13	69	82	15.9%
	1996	10	78	88	11.4%
	1997	8	129	137	5.8%
	1998	18	149	167	10.8%
	1999	18	208	226	8.0%
	2000	40	327	367	10.9%
	2001	57	370	427	13.3%
	2002	24	158	182	13.2%
	2003	41	508	549	7.5%
	2004	18	185	203	8.9%
	2005	27	593	620	4.4%
	2006	11	221	232	4.7%
	2007	15	666	681	2.2%
	2008	6	224	230	2.6%
	2009	10	551	561	1.8%
	2010	2	116	118	1.7%
ST0000516 Total		336	4711	5047	6.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000520	1989	3	13	16	18.8%
	1990	6	18	24	25.0%
	1991	1	17	18	5.6%
	1992	5	20	25	20.0%
	1993	5	32	37	13.5%
	1994	5	60	65	7.7%
	1995	9	57	66	13.6%
	1996	4	60	64	6.3%
	1997	2	75	77	2.6%
	1998	13	83	96	13.5%
	1999	17	160	177	9.6%
	2000	19	245	264	7.2%
	2001	22	261	283	7.8%
	2002	14	112	126	11.1%
	2003	26	379	405	6.4%
	2004	15	165	180	8.3%
	2005	26	441	467	5.6%
	2006	8	132	140	5.7%
	2007	8	465	473	1.7%
	2008	5	127	132	3.8%
	2009	5	323	328	1.5%
	2010	4	39	43	9.3%
ST0000520 Total		222	3284	3506	6.3%
ST0000525	1989	0	4	4	0.0%
	1990	3	9	12	25.0%
	1991	2	13	15	13.3%
	1992	5	7	12	41.7%
	1993	2	25	27	7.4%
	1994	5	31	36	13.9%
	1995	7	51	58	12.1%
	1996	13	66	79	16.5%
	1997	20	91	111	18.0%
	1998	14	124	138	10.1%
	1999	24	224	248	9.7%
	2000	38	295	333	11.4%
	2001	46	299	345	13.3%
	2002	40	183	223	17.9%
	2003	49	525	574	8.5%
	2004	25	247	272	9.2%
	2005	45	702	747	6.0%
	2006	21	279	300	7.0%
	2007	21	850	871	2.4%
	2008	8	285	293	2.7%
	2009	11	640	651	1.7%
	2010	1	56	57	1.8%
ST0000525 Total		400	5006	5406	7.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0000549	1989	0	6	6	0.0%
	1990	1	18	19	5.3%
	1991	3	12	15	20.0%
	1992	4	17	21	19.0%
	1993	4	39	43	9.3%
	1994	5	44	49	10.2%
	1995	6	52	58	10.3%
	1996	7	41	48	14.6%
	1997	13	91	104	12.5%
	1998	19	90	109	17.4%
	1999	20	129	149	13.4%
	2000	21	233	254	8.3%
	2001	28	241	269	10.4%
	2002	16	87	103	15.5%
	2003	30	353	383	7.8%
	2004	13	111	124	10.5%
	2005	32	377	409	7.8%
	2006	10	137	147	6.8%
	2007	7	415	422	1.7%
	2008	4	112	116	3.4%
	2009	7	354	361	1.9%
	2010	12	81	93	12.9%
ST0000549 Total		262	3040	3302	7.9%
ST0000557	1989	3	14	17	17.6%
	1990	1	5	6	16.7%
	1991	3	16	19	15.8%
	1992	1	22	23	4.3%
	1993	3	34	37	8.1%
	1994	8	50	58	13.8%
	1995	11	62	73	15.1%
	1996	5	61	66	7.6%
	1997	18	79	97	18.6%
	1998	10	93	103	9.7%
	1999	22	147	169	13.0%
	2000	26	220	246	10.6%
	2001	27	223	250	10.8%
	2002	22	110	132	16.7%
	2003	27	314	341	7.9%
	2004	12	121	133	9.0%
	2005	17	369	386	4.4%
	2006	14	122	136	10.3%
	2007	14	411	425	3.3%
	2008	2	115	117	1.7%
	2009	5	268	273	1.8%
	2010	0	22	22	0.0%
ST0000557 Total		251	2878	3129	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000581	1989	8	59	67	11.9%
	1990	7	61	68	10.3%
	1991	10	57	67	14.9%
	1992	17	68	85	20.0%
	1993	13	97	110	11.8%
	1994	27	168	195	13.8%
	1995	38	207	245	15.5%
	1996	34	226	260	13.1%
	1997	63	326	389	16.2%
	1998	62	400	462	13.4%
	1999	89	525	614	14.5%
	2000	120	726	846	14.2%
	2001	144	685	829	17.4%
	2002	96	415	511	18.8%
	2003	108	968	1076	10.0%
	2004	61	481	542	11.3%
	2005	87	1120	1207	7.2%
	2006	38	477	515	7.4%
	2007	52	1034	1086	4.8%
	2008	22	377	399	5.5%
	2009	22	690	712	3.1%
	2010	65	511	576	11.3%
ST0000581 Total		1183	9678	10861	10.9%
ST0000616	1989	2	4	6	33.3%
	1990	2	6	8	25.0%
	1991	1	6	7	14.3%
	1992	2	9	11	18.2%
	1993	3	21	24	12.5%
	1994	3	33	36	8.3%
	1995	8	35	43	18.6%
	1996	8	65	73	11.0%
	1997	18	91	109	16.5%
	1998	16	107	123	13.0%
	1999	28	154	182	15.4%
	2000	28	251	279	10.0%
	2001	33	266	299	11.0%
	2002	19	158	177	10.7%
	2003	45	415	460	9.8%
	2004	15	166	181	8.3%
	2005	32	467	499	6.4%
	2006	10	200	210	4.8%
	2007	19	522	541	3.5%
	2008	5	199	204	2.5%
	2009	8	388	396	2.0%
	2010	18	115	133	13.5%
ST0000616 Total		323	3678	4001	8.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
	1989	2	17	19	10.5%
	1990	1	10	11	9.1%
	1991	1	19	20	5.0%
	1992	5	25	30	16.7%
	1993	5	27	32	15.6%
	1994	6	49	55	10.9%
	1995	9	48	57	15.8%
	1996	12	58	70	17.1%
	1997	13	110	123	10.6%
	1998	19	96	115	16.5%
	1999	27	171	198	13.6%
	2000	31	229	260	11.9%
ST0000648	2001	36	213	249	14.5%
	2002	25	127	152	16.4%
	2003	35	352	387	9.0%
	2004	17	135	152	11.2%
	2005	23	440	463	5.0%
	2006	6	155	161	3.7%
	2007	15	412	427	3.5%
	2008	7	121	128	5.5%
	2009	4	313	317	1.3%
	2010	0	25	25	0.0%
ST0000648 Total		299	3152	3451	8.7%
	1989	7	14	21	33.3%
	1990	6	25	31	19.4%
	1991	7	27	34	20.6%
	1992	14	39	53	26.4%
	1993	15	73	88	17.0%
	1994	21	66	87	24.1%
	1995	26	111	137	19.0%
	1996	47	129	176	26.7%
	1997	59	146	205	28.8%
	1998	53	177	230	23.0%
ST0000697	1999	63	247	310	20.3%
	2000	93	350	443	21.0%
	2001	87	309	396	22.0%
	2002	68	219	287	23.7%
	2003	70	403	473	14.8%
	2004	45	233	278	16.2%
	2005	49	484	533	9.2%
	2006	25	203	228	11.0%
	2007	28	424	452	6.2%
	2008	7	179	186	3.8%
	2009	7	297	304	2.3%
	2010	2	37	39	5.1%
ST0000697 Total		799	4192	4991	16.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000725	1989	9	36	45	20.0%
	1990	6	33	39	15.4%
	1991	11	53	64	17.2%
	1992	14	60	74	18.9%
	1993	22	97	119	18.5%
	1994	19	115	134	14.2%
	1995	37	194	231	16.0%
	1996	63	201	264	23.9%
	1997	80	266	346	23.1%
	1998	70	282	352	19.9%
	1999	94	390	484	19.4%
	2000	106	561	667	15.9%
	2001	133	503	636	20.9%
	2002	97	307	404	24.0%
	2003	92	641	733	12.6%
	2004	56	365	421	13.3%
	2005	60	728	788	7.6%
	2006	29	253	282	10.3%
	2007	26	672	698	3.7%
	2008	19	241	260	7.3%
	2009	16	450	466	3.4%
	2010	6	88	94	6.4%
ST0000725 Total		1065	6536	7601	14.0%
ST0000776	1989	3	33	36	8.3%
	1990	3	36	39	7.7%
	1991	9	22	31	29.0%
	1992	7	49	56	12.5%
	1993	13	79	92	14.1%
	1994	25	101	126	19.8%
	1995	22	170	192	11.5%
	1996	29	156	185	15.7%
	1997	40	247	287	13.9%
	1998	57	299	356	16.0%
	1999	68	381	449	15.1%
	2000	81	583	664	12.2%
	2001	111	581	692	16.0%
	2002	75	313	388	19.3%
	2003	87	812	899	9.7%
	2004	56	368	424	13.2%
	2005	61	962	1023	6.0%
	2006	33	344	377	8.8%
	2007	28	1034	1062	2.6%
	2008	10	258	268	3.7%
	2009	14	622	636	2.2%
	2010	5	72	77	6.5%
ST0000776 Total		837	7522	8359	10.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000790	1989	7	24	31	22.6%
	1990	7	13	20	35.0%
	1991	4	28	32	12.5%
	1992	10	39	49	20.4%
	1993	10	49	59	16.9%
	1994	18	74	92	19.6%
	1995	23	122	145	15.9%
	1996	27	107	134	20.1%
	1997	35	168	203	17.2%
	1998	41	191	232	17.7%
	1999	44	268	312	14.1%
	2000	54	433	487	11.1%
	2001	80	403	483	16.6%
	2002	46	211	257	17.9%
	2003	78	516	594	13.1%
	2004	38	271	309	12.3%
	2005	49	572	621	7.9%
	2006	13	207	220	5.9%
	2007	20	543	563	3.6%
	2008	8	180	188	4.3%
	2009	6	341	347	1.7%
	2010	5	61	66	7.6%
ST0000790 Total		623	4821	5444	11.4%
ST0000809	1989	0	9	9	0.0%
	1990	1	16	17	5.9%
	1991	1	9	10	10.0%
	1992	3	16	19	15.8%
	1993	3	24	27	11.1%
	1994	7	49	56	12.5%
	1995	7	56	63	11.1%
	1996	11	68	79	13.9%
	1997	8	70	78	10.3%
	1998	10	84	94	10.6%
	1999	16	129	145	11.0%
	2000	19	220	239	7.9%
	2001	25	220	245	10.2%
	2002	19	99	118	16.1%
	2003	18	258	276	6.5%
	2004	16	124	140	11.4%
	2005	9	317	326	2.8%
	2006	5	112	117	4.3%
	2007	10	275	285	3.5%
	2008	2	98	100	2.0%
	2009	1	144	145	0.7%
	2010	5	72	77	6.5%
ST0000809 Total		196	2469	2665	7.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000963	1989	6	12	18	33.3%
	1990	1	19	20	5.0%
	1991	3	18	21	14.3%
	1992	4	25	29	13.8%
	1993	5	39	44	11.4%
	1994	7	59	66	10.6%
	1995	10	91	101	9.9%
	1996	26	95	121	21.5%
	1997	27	129	156	17.3%
	1998	41	164	205	20.0%
	1999	39	224	263	14.8%
	2000	47	358	405	11.6%
	2001	60	378	438	13.7%
	2002	42	219	261	16.1%
	2003	45	536	581	7.7%
	2004	34	290	324	10.5%
	2005	49	720	769	6.4%
	2006	18	295	313	5.8%
	2007	36	809	845	4.3%
	2008	10	335	345	2.9%
	2009	11	580	591	1.9%
	2010	8	133	141	5.7%
ST0000963 Total		529	5528	6057	8.7%
ST0000969	1989	2	4	6	33.3%
	1990	1	4	5	20.0%
	1991	1	5	6	16.7%
	1992	2	12	14	14.3%
	1993	7	13	20	35.0%
	1994	3	19	22	13.6%
	1995	3	28	31	9.7%
	1996	6	35	41	14.6%
	1997	10	61	71	14.1%
	1998	15	56	71	21.1%
	1999	12	89	101	11.9%
	2000	23	112	135	17.0%
	2001	27	114	141	19.1%
	2002	14	75	89	15.7%
	2003	21	180	201	10.4%
	2004	11	75	86	12.8%
	2005	17	205	222	7.7%
	2006	7	86	93	7.5%
	2007	10	186	196	5.1%
	2008	7	78	85	8.2%
	2009	5	112	117	4.3%
	2010	2	27	29	6.9%
ST0000969 Total		206	1576	1782	11.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000972	1989	6	24	30	20.0%
	1990	10	34	44	22.7%
	1991	6	24	30	20.0%
	1992	6	47	53	11.3%
	1993	12	50	62	19.4%
	1994	19	93	112	17.0%
	1995	19	138	157	12.1%
	1996	27	128	155	17.4%
	1997	45	211	256	17.6%
	1998	40	282	322	12.4%
	1999	52	344	396	13.1%
	2000	76	477	553	13.7%
	2001	113	488	601	18.8%
	2002	60	334	394	15.2%
	2003	69	666	735	9.4%
	2004	41	363	404	10.1%
	2005	56	729	785	7.1%
	2006	24	319	343	7.0%
	2007	39	728	767	5.1%
	2008	17	368	385	4.4%
	2009	13	522	535	2.4%
	2010	24	379	403	6.0%
ST0000972 Total		774	6748	7522	10.3%
ST0000986	1989	4	20	24	16.7%
	1990	5	19	24	20.8%
	1991	1	25	26	3.8%
	1992	7	31	38	18.4%
	1993	8	45	53	15.1%
	1994	4	68	72	5.6%
	1995	18	95	113	15.9%
	1996	11	76	87	12.6%
	1997	22	156	178	12.4%
	1998	25	156	181	13.8%
	1999	42	216	258	16.3%
	2000	47	375	422	11.1%
	2001	60	370	430	14.0%
	2002	33	206	239	13.8%
	2003	35	527	562	6.2%
	2004	33	288	321	10.3%
	2005	41	641	682	6.0%
	2006	22	298	320	6.9%
	2007	28	699	727	3.9%
	2008	23	305	328	7.0%
	2009	19	587	606	3.1%
	2010	50	445	495	10.1%
ST0000986 Total		538	5648	6186	8.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0000994	1989	4	24	28	14.3%
	1990	8	22	30	26.7%
	1991	0	35	35	0.0%
	1992	3	24	27	11.1%
	1993	4	30	34	11.8%
	1994	10	62	72	13.9%
	1995	7	110	117	6.0%
	1996	19	125	144	13.2%
	1997	25	172	197	12.7%
	1998	37	190	227	16.3%
	1999	42	241	283	14.8%
	2000	66	377	443	14.9%
	2001	63	371	434	14.5%
	2002	30	196	226	13.3%
	2003	52	498	550	9.5%
	2004	25	212	237	10.5%
	2005	32	624	656	4.9%
	2006	17	210	227	7.5%
	2007	14	617	631	2.2%
	2008	5	169	174	2.9%
	2009	7	460	467	1.5%
	2010	1	37	38	2.6%
ST0000994 Total		471	4806	5277	8.9%
ST0001010	1989	5	19	24	20.8%
	1990	5	15	20	25.0%
	1991	2	14	16	12.5%
	1992	3	28	31	9.7%
	1993	9	44	53	17.0%
	1994	10	49	59	16.9%
	1995	13	80	93	14.0%
	1996	18	78	96	18.8%
	1997	26	104	130	20.0%
	1998	32	121	153	20.9%
	1999	27	184	211	12.8%
	2000	49	287	336	14.6%
	2001	56	272	328	17.1%
	2002	54	177	231	23.4%
	2003	37	293	330	11.2%
	2004	19	171	190	10.0%
	2005	29	330	359	8.1%
	2006	10	137	147	6.8%
	2007	9	284	293	3.1%
	2008	3	82	85	3.5%
	2009	4	172	176	2.3%
	2010	0	13	13	0.0%
ST0001010 Total		420	2954	3374	12.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001056	1989	5	38	43	11.6%
	1990	4	40	44	9.1%
	1991	3	27	30	10.0%
	1992	12	42	54	22.2%
	1993	11	73	84	13.1%
	1994	11	77	88	12.5%
	1995	24	150	174	13.8%
	1996	33	144	177	18.6%
	1997	24	225	249	9.6%
	1998	32	218	250	12.8%
	1999	40	350	390	10.3%
	2000	62	473	535	11.6%
	2001	64	494	558	11.5%
	2002	45	269	314	14.3%
	2003	65	672	737	8.8%
	2004	32	284	316	10.1%
	2005	44	823	867	5.1%
	2006	28	257	285	9.8%
	2007	20	849	869	2.3%
	2008	4	228	232	1.7%
	2009	12	572	584	2.1%
	2010	25	213	238	10.5%
ST0001056 Total		600	6518	7118	8.4%
ST0001095	1989	4	18	22	18.2%
	1990	4	26	30	13.3%
	1991	4	35	39	10.3%
	1992	6	25	31	19.4%
	1993	20	48	68	29.4%
	1994	8	67	75	10.7%
	1995	26	100	126	20.6%
	1996	18	99	117	15.4%
	1997	42	167	209	20.1%
	1998	46	167	213	21.6%
	1999	61	293	354	17.2%
	2000	74	411	485	15.3%
	2001	110	380	490	22.4%
	2002	68	286	354	19.2%
	2003	58	502	560	10.4%
	2004	33	306	339	9.7%
	2005	46	541	587	7.8%
	2006	28	273	301	9.3%
	2007	26	543	569	4.6%
	2008	8	205	213	3.8%
	2009	5	348	353	1.4%
	2010	3	76	79	3.8%
ST0001095 Total		698	4916	5614	12.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001193	1989	8	54	62	12.9%
	1990	15	29	44	34.1%
	1991	13	57	70	18.6%
	1992	18	66	84	21.4%
	1993	25	108	133	18.8%
	1994	19	168	187	10.2%
	1995	33	219	252	13.1%
	1996	54	219	273	19.8%
	1997	76	316	392	19.4%
	1998	82	328	410	20.0%
	1999	93	473	566	16.4%
	2000	140	616	756	18.5%
	2001	117	601	718	16.3%
	2002	96	373	469	20.5%
	2003	131	728	859	15.3%
	2004	57	351	408	14.0%
	2005	59	768	827	7.1%
	2006	33	312	345	9.6%
	2007	32	723	755	4.2%
	2008	17	232	249	6.8%
	2009	19	460	479	4.0%
	2010	8	87	95	8.4%
ST0001193 Total		1145	7288	8433	13.6%
ST0001216	1989	6	28	34	17.6%
	1990	7	48	55	12.7%
	1991	5	47	52	9.6%
	1992	5	67	72	6.9%
	1993	13	93	106	12.3%
	1994	16	146	162	9.9%
	1995	17	179	196	8.7%
	1996	35	163	198	17.7%
	1997	55	288	343	16.0%
	1998	80	307	387	20.7%
	1999	70	425	495	14.1%
	2000	124	708	832	14.9%
	2001	136	697	833	16.3%
	2002	99	398	497	19.9%
	2003	116	956	1072	10.8%
	2004	73	467	540	13.5%
	2005	83	1142	1225	6.8%
	2006	43	521	564	7.6%
	2007	40	1175	1215	3.3%
	2008	18	448	466	3.9%
	2009	21	889	910	2.3%
	2010	3	178	181	1.7%
ST0001216 Total		1065	9370	10435	10.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001235	1989	2	11	13	15.4%
	1990	4	18	22	18.2%
	1991	3	26	29	10.3%
	1992	4	26	30	13.3%
	1993	5	40	45	11.1%
	1994	8	52	60	13.3%
	1995	10	82	92	10.9%
	1996	14	103	117	12.0%
	1997	21	144	165	12.7%
	1998	44	167	211	20.9%
	1999	54	294	348	15.5%
	2000	54	454	508	10.6%
	2001	77	463	540	14.3%
	2002	50	326	376	13.3%
	2003	78	827	905	8.6%
	2004	33	409	442	7.5%
	2005	57	1053	1110	5.1%
	2006	19	441	460	4.1%
	2007	21	1290	1311	1.6%
	2008	6	445	451	1.3%
	2009	16	874	890	1.8%
	2010	1	124	125	0.8%
ST0001235 Total		581	7669	8250	7.0%
ST0001253	1989	10	20	30	33.3%
	1990	9	20	29	31.0%
	1991	9	26	35	25.7%
	1992	9	43	52	17.3%
	1993	17	64	81	21.0%
	1994	15	101	116	12.9%
	1995	29	132	161	18.0%
	1996	41	119	160	25.6%
	1997	39	221	260	15.0%
	1998	60	233	293	20.5%
	1999	69	300	369	18.7%
	2000	101	463	564	17.9%
	2001	110	433	543	20.3%
	2002	71	263	334	21.3%
	2003	84	527	611	13.7%
	2004	46	254	300	15.3%
	2005	57	603	660	8.6%
	2006	22	247	269	8.2%
	2007	20	651	671	3.0%
	2008	9	174	183	4.9%
	2009	8	409	417	1.9%
	2010	1	46	47	2.1%
ST0001253 Total		836	5349	6185	13.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001264	1989	2	30	32	6.3%
	1990	2	28	30	6.7%
	1991	7	44	51	13.7%
	1992	8	43	51	15.7%
	1993	14	93	107	13.1%
	1994	9	86	95	9.5%
	1995	16	141	157	10.2%
	1996	27	130	157	17.2%
	1997	37	189	226	16.4%
	1998	32	216	248	12.9%
	1999	36	364	400	9.0%
	2000	64	490	554	11.6%
	2001	83	448	531	15.6%
	2002	54	292	346	15.6%
	2003	62	624	686	9.0%
	2004	34	273	307	11.1%
	2005	53	759	812	6.5%
	2006	17	277	294	5.8%
	2007	32	692	724	4.4%
	2008	16	197	213	7.5%
	2009	13	479	492	2.6%
	2010	8	117	125	6.4%
ST0001264 Total		626	6012	6638	9.4%
ST0001267	1989	1	16	17	5.9%
	1990	0	10	10	0.0%
	1991	0	15	15	0.0%
	1992	4	19	23	17.4%
	1993	4	46	50	8.0%
	1994	5	47	52	9.6%
	1995	5	58	63	7.9%
	1996	7	68	75	9.3%
	1997	18	107	125	14.4%
	1998	8	111	119	6.7%
	1999	23	164	187	12.3%
	2000	37	242	279	13.3%
	2001	39	262	301	13.0%
	2002	22	146	168	13.1%
	2003	30	363	393	7.6%
	2004	18	151	169	10.7%
	2005	19	394	413	4.6%
	2006	9	157	166	5.4%
	2007	13	391	404	3.2%
	2008	9	156	165	5.5%
	2009	11	274	285	3.9%
	2010	2	40	42	4.8%
ST0001267 Total		284	3237	3521	8.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001270	1989	7	15	22	31.8%
	1990	3	19	22	13.6%
	1991	7	20	27	25.9%
	1992	3	19	22	13.6%
	1993	6	32	38	15.8%
	1994	12	59	71	16.9%
	1995	7	81	88	8.0%
	1996	16	81	97	16.5%
	1997	21	99	120	17.5%
	1998	20	115	135	14.8%
	1999	32	178	210	15.2%
	2000	48	260	308	15.6%
	2001	56	241	297	18.9%
	2002	32	144	176	18.2%
	2003	36	277	313	11.5%
	2004	29	170	199	14.6%
	2005	21	341	362	5.8%
	2006	19	119	138	13.8%
	2007	12	345	357	3.4%
	2008	13	118	131	9.9%
	2009	11	221	232	4.7%
	2010	3	48	51	5.9%
ST0001270 Total		414	3002	3416	12.1%
ST0001284	1989	1	12	13	7.7%
	1990	1	11	12	8.3%
	1991	1	14	15	6.7%
	1992	4	17	21	19.0%
	1993	3	16	19	15.8%
	1994	3	44	47	6.4%
	1995	4	73	77	5.2%
	1996	7	61	68	10.3%
	1997	12	88	100	12.0%
	1998	9	113	122	7.4%
	1999	16	155	171	9.4%
	2000	38	269	307	12.4%
	2001	36	265	301	12.0%
	2002	23	125	148	15.5%
	2003	33	380	413	8.0%
	2004	16	176	192	8.3%
	2005	27	511	538	5.0%
	2006	13	175	188	6.9%
	2007	24	545	569	4.2%
	2008	2	152	154	1.3%
	2009	8	417	425	1.9%
	2010	3	35	38	7.9%
ST0001284 Total		284	3654	3938	7.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001294	1989	1	6	7	14.3%
	1990	2	7	9	22.2%
	1991	2	6	8	25.0%
	1992	0	8	8	0.0%
	1993	0	6	6	0.0%
	1994	1	8	9	11.1%
	1995	2	26	28	7.1%
	1996	2	18	20	10.0%
	1997	4	29	33	12.1%
	1998	3	29	32	9.4%
	1999	8	49	57	14.0%
	2000	9	94	103	8.7%
	2001	6	110	116	5.2%
	2002	12	57	69	17.4%
	2003	12	166	178	6.7%
	2004	11	96	107	10.3%
	2005	9	207	216	4.2%
	2006	8	102	110	7.3%
	2007	7	291	298	2.3%
	2008	2	99	101	2.0%
	2009	3	216	219	1.4%
	2010	0	32	32	0.0%
ST0001294 Total		104	1662	1766	5.9%
ST0001297	1989	8	20	28	28.6%
	1990	5	34	39	12.8%
	1991	9	37	46	19.6%
	1992	16	48	64	25.0%
	1993	20	79	99	20.2%
	1994	31	110	141	22.0%
	1995	28	158	186	15.1%
	1996	69	175	244	28.3%
	1997	104	231	335	31.0%
	1998	110	224	334	32.9%
	1999	123	298	421	29.2%
	2000	156	410	566	27.6%
	2001	146	384	530	27.5%
	2002	106	334	440	24.1%
	2003	96	415	511	18.8%
	2004	45	310	355	12.7%
	2005	56	331	387	14.5%
	2006	27	176	203	13.3%
	2007	22	281	303	7.3%
	2008	10	88	98	10.2%
	2009	7	150	157	4.5%
	2010	2	40	42	4.8%
ST0001297 Total		1196	4333	5529	21.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001299	1989	6	7	13	46.2%
	1990	8	13	21	38.1%
	1991	11	15	26	42.3%
	1992	10	20	30	33.3%
	1993	12	35	47	25.5%
	1994	13	54	67	19.4%
	1995	17	95	112	15.2%
	1996	26	78	104	25.0%
	1997	45	130	175	25.7%
	1998	39	160	199	19.6%
	1999	59	181	240	24.6%
	2000	70	282	352	19.9%
	2001	78	233	311	25.1%
	2002	82	197	279	29.4%
	2003	60	284	344	17.4%
	2004	28	227	255	11.0%
	2005	52	308	360	14.4%
	2006	22	192	214	10.3%
	2007	17	247	264	6.4%
	2008	15	104	119	12.6%
	2009	9	134	143	6.3%
	2010	1	27	28	3.6%
ST0001299 Total		680	3023	3703	18.4%
ST0001363	1989	1	4	5	20.0%
	1990	6	6	12	50.0%
	1991	10	10	20	50.0%
	1992	5	20	25	20.0%
	1993	7	30	37	18.9%
	1994	8	43	51	15.7%
	1995	13	60	73	17.8%
	1996	11	44	55	20.0%
	1997	29	53	82	35.4%
	1998	25	66	91	27.5%
	1999	24	98	122	19.7%
	2000	45	103	148	30.4%
	2001	47	94	141	33.3%
	2002	35	83	118	29.7%
	2003	27	108	135	20.0%
	2004	20	67	87	23.0%
	2005	18	130	148	12.2%
	2006	3	66	69	4.3%
	2007	7	118	125	5.6%
	2008	5	59	64	7.8%
	2009	4	86	90	4.4%
	2010	0	9	9	0.0%
ST0001363 Total		350	1357	1707	20.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001371	1989	1	19	20	5.0%
	1990	5	24	29	17.2%
	1991	4	20	24	16.7%
	1992	8	36	44	18.2%
	1993	3	39	42	7.1%
	1994	12	59	71	16.9%
	1995	20	106	126	15.9%
	1996	25	106	131	19.1%
	1997	26	150	176	14.8%
	1998	27	142	169	16.0%
	1999	37	216	253	14.6%
	2000	64	351	415	15.4%
	2001	59	318	377	15.6%
	2002	41	155	196	20.9%
	2003	54	456	510	10.6%
	2004	24	162	186	12.9%
	2005	30	502	532	5.6%
	2006	15	182	197	7.6%
	2007	24	422	446	5.4%
	2008	7	149	156	4.5%
	2009	11	319	330	3.3%
	2010	12	64	76	15.8%
ST0001371 Total		509	3997	4506	11.3%
ST0001401	1989	4	15	19	21.1%
	1990	5	24	29	17.2%
	1991	13	24	37	35.1%
	1992	14	49	63	22.2%
	1993	18	52	70	25.7%
	1994	22	97	119	18.5%
	1995	21	150	171	12.3%
	1996	42	156	198	21.2%
	1997	78	167	245	31.8%
	1998	71	190	261	27.2%
	1999	77	259	336	22.9%
	2000	103	311	414	24.9%
	2001	109	334	443	24.6%
	2002	81	271	352	23.0%
	2003	88	355	443	19.9%
	2004	38	248	286	13.3%
	2005	45	337	382	11.8%
	2006	25	154	179	14.0%
	2007	16	252	268	6.0%
	2008	5	99	104	4.8%
	2009	2	130	132	1.5%
	2010	2	18	20	10.0%
ST0001401 Total		879	3692	4571	19.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001423	1989	3	6	9	33.3%
	1990	3	16	19	15.8%
	1991	4	22	26	15.4%
	1992	7	24	31	22.6%
	1993	4	26	30	13.3%
	1994	8	45	53	15.1%
	1995	17	62	79	21.5%
	1996	29	98	127	22.8%
	1997	42	111	153	27.5%
	1998	52	122	174	29.9%
	1999	42	150	192	21.9%
	2000	63	230	293	21.5%
	2001	84	201	285	29.5%
	2002	54	158	212	25.5%
	2003	63	271	334	18.9%
	2004	25	182	207	12.1%
	2005	40	298	338	11.8%
	2006	18	179	197	9.1%
	2007	23	351	374	6.1%
	2008	25	191	216	11.6%
	2009	18	272	290	6.2%
	2010	72	521	593	12.1%
ST0001423 Total		696	3536	4232	16.4%
ST0001511	1989	3	27	30	10.0%
	1990	3	26	29	10.3%
	1991	2	18	20	10.0%
	1992	6	43	49	12.2%
	1993	3	38	41	7.3%
	1994	5	53	58	8.6%
	1995	11	80	91	12.1%
	1996	9	93	102	8.8%
	1997	16	132	148	10.8%
	1998	28	133	161	17.4%
	1999	47	197	244	19.3%
	2000	40	323	363	11.0%
	2001	46	303	349	13.2%
	2002	25	174	199	12.6%
	2003	38	401	439	8.7%
	2004	19	189	208	9.1%
	2005	37	483	520	7.1%
	2006	6	167	173	3.5%
	2007	13	474	487	2.7%
	2008	6	165	171	3.5%
	2009	9	332	341	2.6%
	2010	1	56	57	1.8%
ST0001511 Total		373	3907	4280	8.7%

	Table (a) (3 & 4). # of Test by Station, % Fail by Station				
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001519	1989	2	41	43	4.7%
	1990	7	40	47	14.9%
	1991	4	44	48	8.3%
	1992	4	58	62	6.5%
	1993	7	81	88	8.0%
	1994	7	103	110	6.4%
	1995	6	150	156	3.8%
	1996	17	144	161	10.6%
	1997	28	182	210	13.3%
	1998	30	172	202	14.9%
	1999	30	232	262	11.5%
	2000	46	342	388	11.9%
	2001	57	338	395	14.4%
	2002	34	159	193	17.6%
	2003	45	401	446	10.1%
	2004	25	211	236	10.6%
	2005	24	441	465	5.2%
	2006	11	190	201	5.5%
	2007	21	425	446	4.7%
	2008	5	144	149	3.4%
	2009	18	299	317	5.7%
	2010	1	62	63	1.6%
ST0001519 Total		429	4259	4688	9.2%
ST0001594	1989	2	26	28	7.1%
	1990	9	21	30	30.0%
	1991	11	27	38	28.9%
	1992	8	36	44	18.2%
	1993	9	54	63	14.3%
	1994	8	88	96	8.3%
	1995	19	93	112	17.0%
	1996	23	100	123	18.7%
	1997	34	126	160	21.3%
	1998	52	156	208	25.0%
	1999	61	222	283	21.6%
	2000	70	311	381	18.4%
	2001	84	283	367	22.9%
	2002	49	227	276	17.8%
	2003	39	380	419	9.3%
	2004	35	241	276	12.7%
	2005	44	407	451	9.8%
	2006	19	207	226	8.4%
	2007	20	360	380	5.3%
	2008	7	132	139	5.0%
	2009	4	281	285	1.4%
	2010	3	47	50	6.0%
ST0001594 Total		610	3825	4435	13.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001615	1989	0	9	9	0.0%
	1990	3	5	8	37.5%
	1991	4	9	13	30.8%
	1992	3	12	15	20.0%
	1993	3	17	20	15.0%
	1994	6	31	37	16.2%
	1995	4	50	54	7.4%
	1996	14	35	49	28.6%
	1997	19	60	79	24.1%
	1998	23	66	89	25.8%
	1999	19	90	109	17.4%
	2000	41	153	194	21.1%
	2001	34	136	170	20.0%
	2002	29	97	126	23.0%
	2003	22	182	204	10.8%
	2004	26	85	111	23.4%
	2005	14	181	195	7.2%
	2006	9	97	106	8.5%
	2007	11	224	235	4.7%
	2008	3	79	82	3.7%
	2009	1	142	143	0.7%
	2010	0	17	17	0.0%
ST0001615 Total		288	1777	2065	13.9%
ST0001646	1989	4	26	30	13.3%
	1990	5	21	26	19.2%
	1991	6	20	26	23.1%
	1992	5	23	28	17.9%
	1993	13	32	45	28.9%
	1994	7	56	63	11.1%
	1995	12	99	111	10.8%
	1996	15	88	103	14.6%
	1997	22	132	154	14.3%
	1998	23	137	160	14.4%
	1999	31	206	237	13.1%
	2000	43	255	298	14.4%
	2001	45	247	292	15.4%
	2002	30	174	204	14.7%
	2003	36	371	407	8.8%
	2004	24	192	216	11.1%
	2005	18	424	442	4.1%
	2006	12	166	178	6.7%
	2007	20	337	357	5.6%
	2008	4	118	122	3.3%
	2009	4	239	243	1.6%
	2010	7	87	94	7.4%
ST0001646 Total		386	3450	3836	10.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station				
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001660	1989	3	10	13	23.1%
	1990	3	8	11	27.3%
	1991	3	18	21	14.3%
	1992	3	25	28	10.7%
	1993	10	34	44	22.7%
	1994	6	40	46	13.0%
	1995	11	59	70	15.7%
	1996	9	70	79	11.4%
	1997	21	87	108	19.4%
	1998	19	142	161	11.8%
	1999	33	186	219	15.1%
	2000	48	228	276	17.4%
	2001	54	226	280	19.3%
	2002	36	167	203	17.7%
	2003	48	338	386	12.4%
	2004	37	191	228	16.2%
	2005	23	425	448	5.1%
	2006	27	225	252	10.7%
	2007	30	441	471	6.4%
	2008	13	223	236	5.5%
	2009	13	328	341	3.8%
	2010	10	137	147	6.8%
ST0001660 Total		460	3608	4068	11.3%
ST0001662	1989	4	12	16	25.0%
	1990	7	17	24	29.2%
	1991	8	20	28	28.6%
	1992	1	26	27	3.7%
	1993	8	41	49	16.3%
	1994	5	54	59	8.5%
	1995	11	91	102	10.8%
	1996	9	82	91	9.9%
	1997	24	100	124	19.4%
	1998	24	140	164	14.6%
	1999	30	196	226	13.3%
	2000	35	256	291	12.0%
	2001	54	277	331	16.3%
	2002	29	158	187	15.5%
	2003	31	357	388	8.0%
	2004	28	212	240	11.7%
	2005	37	439	476	7.8%
	2006	10	183	193	5.2%
	2007	18	418	436	4.1%
	2008	8	179	187	4.3%
	2009	4	307	311	1.3%
	2010	0	68	68	0.0%
ST0001662 Total		385	3633	4018	9.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001679	1989	5	19	24	20.8%
	1990	3	19	22	13.6%
	1991	0	18	18	0.0%
	1992	5	24	29	17.2%
	1993	5	30	35	14.3%
	1994	8	49	57	14.0%
	1995	8	72	80	10.0%
	1996	13	58	71	18.3%
	1997	23	109	132	17.4%
	1998	18	127	145	12.4%
	1999	24	172	196	12.2%
	2000	16	188	204	7.8%
	2001	32	104	136	23.5%
	2002	23	136	159	14.5%
	2003	13	238	251	5.2%
	2004	18	109	127	14.2%
	2005	20	223	243	8.2%
	2006	5	80	85	5.9%
	2007	7	190	197	3.6%
	2008	1	64	65	1.5%
	2009	1	136	137	0.7%
	2010	0	6	6	0.0%
ST0001679 Total		248	2171	2419	10.3%
ST0001692	1989	2	8	10	20.0%
	1990	0	2	2	0.0%
	1991	0	7	7	0.0%
	1992	1	9	10	10.0%
	1993	4	8	12	33.3%
	1994	1	20	21	4.8%
	1995	2	35	37	5.4%
	1996	8	18	26	30.8%
	1997	7	40	47	14.9%
	1998	9	41	50	18.0%
	1999	5	62	67	7.5%
	2000	16	79	95	16.8%
	2001	14	66	80	17.5%
	2002	8	40	48	16.7%
	2003	11	111	122	9.0%
	2004	8	63	71	11.3%
	2005	10	121	131	7.6%
	2006	2	52	54	3.7%
	2007	7	150	157	4.5%
	2008	0	51	51	0.0%
	2009	1	100	101	1.0%
	2010	1	27	28	3.6%
ST0001692 Total		117	1110	1227	9.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001704	1989	4	29	33	12.1%
	1990	5	19	24	20.8%
	1991	2	37	39	5.1%
	1992	13	31	44	29.5%
	1993	7	53	60	11.7%
	1994	12	89	101	11.9%
	1995	14	102	116	12.1%
	1996	13	80	93	14.0%
	1997	28	118	146	19.2%
	1998	22	151	173	12.7%
	1999	33	186	219	15.1%
	2000	51	281	332	15.4%
	2001	63	297	360	17.5%
	2002	24	163	187	12.8%
	2003	36	350	386	9.3%
	2004	26	179	205	12.7%
	2005	38	408	446	8.5%
	2006	8	143	151	5.3%
	2007	19	395	414	4.6%
	2008	4	109	113	3.5%
	2009	3	302	305	1.0%
	2010	0	42	42	0.0%
ST0001704 Total		425	3564	3989	10.7%
ST0001725	1989	1	13	14	7.1%
	1990	2	6	8	25.0%
	1991	0	7	7	0.0%
	1992	2	18	20	10.0%
	1993	4	27	31	12.9%
	1994	0	34	34	0.0%
	1995	5	58	63	7.9%
	1996	13	86	99	13.1%
	1997	20	113	133	15.0%
	1998	18	142	160	11.3%
	1999	26	197	223	11.7%
	2000	33	299	332	9.9%
	2001	44	313	357	12.3%
	2002	20	150	170	11.8%
	2003	28	377	405	6.9%
	2004	13	163	176	7.4%
	2005	28	399	427	6.6%
	2006	5	135	140	3.6%
	2007	16	412	428	3.7%
	2008	4	123	127	3.1%
	2009	4	316	320	1.3%
	2010	0	13	13	0.0%
ST0001725 Total		286	3401	3687	7.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001730	1989	2	1	3	66.7%
	1990	1	2	3	33.3%
	1991	0	3	3	0.0%
	1992	0	6	6	0.0%
	1993	3	10	13	23.1%
	1994	0	12	12	0.0%
	1995	2	29	31	6.5%
	1996	4	18	22	18.2%
	1997	6	33	39	15.4%
	1998	9	27	36	25.0%
	1999	10	48	58	17.2%
	2000	10	77	87	11.5%
	2001	22	80	102	21.6%
	2002	8	51	59	13.6%
	2003	12	99	111	10.8%
	2004	3	53	56	5.4%
	2005	10	142	152	6.6%
	2006	1	55	56	1.8%
	2007	2	126	128	1.6%
	2008	4	45	49	8.2%
	2009	1	81	82	1.2%
	2010	0	7	7	0.0%
ST0001730 Total		110	1005	1115	9.9%
ST0001767	1989	2	20	22	9.1%
	1990	3	24	27	11.1%
	1991	6	19	25	24.0%
	1992	7	40	47	14.9%
	1993	12	62	74	16.2%
	1994	11	91	102	10.8%
	1995	16	128	144	11.1%
	1996	35	136	171	20.5%
	1997	44	189	233	18.9%
	1998	57	214	271	21.0%
	1999	68	293	361	18.8%
	2000	82	422	504	16.3%
	2001	89	405	494	18.0%
	2002	76	270	346	22.0%
	2003	79	615	694	11.4%
	2004	48	328	376	12.8%
	2005	56	747	803	7.0%
	2006	16	316	332	4.8%
	2007	30	724	754	4.0%
	2008	15	286	301	5.0%
	2009	8	543	551	1.5%
	2010	3	87	90	3.3%
ST0001767 Total		763	5959	6722	11.4%

| Table (a) (3 & 4). # of Test by Station, % Fail by Station ||||||
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001790	1989	0	5	5	0.0%
	1990	0	8	8	0.0%
	1991	1	8	9	11.1%
	1992	1	8	9	11.1%
	1993	4	20	24	16.7%
	1994	2	31	33	6.1%
	1995	7	37	44	15.9%
	1996	11	58	69	15.9%
	1997	23	108	131	17.6%
	1998	24	124	148	16.2%
	1999	25	146	171	14.6%
	2000	41	251	292	14.0%
	2001	48	276	324	14.8%
	2002	37	181	218	17.0%
	2003	37	375	412	9.0%
	2004	26	192	218	11.9%
	2005	37	439	476	7.8%
	2006	11	206	217	5.1%
	2007	20	497	517	3.9%
	2008	8	152	160	5.0%
	2009	7	349	356	2.0%
	2010	1	49	50	2.0%
ST0001790 Total		371	3520	3891	9.5%
ST0001797	1989	1	5	6	16.7%
	1990	4	3	7	57.1%
	1991	0	8	8	0.0%
	1992	0	6	6	0.0%
	1993	0	12	12	0.0%
	1994	3	8	11	27.3%
	1995	0	11	11	0.0%
	1996	4	9	13	30.8%
	1997	3	24	27	11.1%
	1998	2	21	23	8.7%
	1999	7	39	46	15.2%
	2000	8	48	56	14.3%
	2001	2	20	22	9.1%
	2002	3	26	29	10.3%
	2003	8	53	61	13.1%
	2004	2	28	30	6.7%
	2005	4	66	70	5.7%
	2006	2	16	18	11.1%
	2007	3	79	82	3.7%
	2008	0	17	17	0.0%
	2009	1	48	49	2.0%
	2010	0	3	3	0.0%
ST0001797 Total		57	550	607	9.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001799	1989	5	21	26	19.2%
	1990	5	32	37	13.5%
	1991	8	24	32	25.0%
	1992	12	39	51	23.5%
	1993	6	49	55	10.9%
	1994	9	79	88	10.2%
	1995	15	113	128	11.7%
	1996	10	101	111	9.0%
	1997	18	131	149	12.1%
	1998	14	127	141	9.9%
	1999	29	176	205	14.1%
	2000	34	320	354	9.6%
	2001	55	350	405	13.6%
	2002	30	192	222	13.5%
	2003	32	445	477	6.7%
	2004	21	194	215	9.8%
	2005	29	499	528	5.5%
	2006	9	199	208	4.3%
	2007	14	454	468	3.0%
	2008	3	168	171	1.8%
	2009	9	388	397	2.3%
	2010	2	50	52	3.8%
ST0001799 Total		369	4151	4520	8.2%
ST0001805	1989	9	42	51	17.6%
	1990	6	33	39	15.4%
	1991	10	42	52	19.2%
	1992	11	40	51	21.6%
	1993	24	85	109	22.0%
	1994	28	131	159	17.6%
	1995	31	202	233	13.3%
	1996	33	168	201	16.4%
	1997	65	301	366	17.8%
	1998	80	282	362	22.1%
	1999	75	395	470	16.0%
	2000	107	577	684	15.6%
	2001	134	504	638	21.0%
	2002	55	339	394	14.0%
	2003	98	698	796	12.3%
	2004	52	386	438	11.9%
	2005	51	843	894	5.7%
	2006	18	292	310	5.8%
	2007	40	636	676	5.9%
	2008	6	224	230	2.6%
	2009	9	540	549	1.6%
	2010	1	82	83	1.2%
ST0001805 Total		943	6842	7785	12.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001825	1989	8	33	41	19.5%
	1990	13	22	35	37.1%
	1991	3	33	36	8.3%
	1992	7	49	56	12.5%
	1993	6	57	63	9.5%
	1994	21	112	133	15.8%
	1995	13	144	157	8.3%
	1996	26	127	153	17.0%
	1997	32	213	245	13.1%
	1998	35	212	247	14.2%
	1999	56	279	335	16.7%
	2000	78	419	497	15.7%
	2001	91	419	510	17.8%
	2002	54	214	268	20.1%
	2003	57	615	672	8.5%
	2004	36	272	308	11.7%
	2005	55	670	725	7.6%
	2006	18	227	245	7.3%
	2007	19	632	651	2.9%
	2008	6	184	190	3.2%
	2009	10	432	442	2.3%
	2010	2	54	56	3.6%
ST0001825 Total		646	5419	6065	10.7%
ST0001845	1989	3	6	9	33.3%
	1990	1	4	5	20.0%
	1991	0	3	3	0.0%
	1992	5	8	13	38.5%
	1993	4	12	16	25.0%
	1994	2	13	15	13.3%
	1995	3	20	23	13.0%
	1996	2	16	18	11.1%
	1997	9	27	36	25.0%
	1998	8	29	37	21.6%
	1999	7	44	51	13.7%
	2000	12	74	86	14.0%
	2001	28	82	110	25.5%
	2002	13	46	59	22.0%
	2003	22	111	133	16.5%
	2004	13	91	104	12.5%
	2005	18	150	168	10.7%
	2006	9	88	97	9.3%
	2007	10	200	210	4.8%
	2008	5	75	80	6.3%
	2009	8	136	144	5.6%
	2010	5	57	62	8.1%
ST0001845 Total		187	1292	1479	12.6%

	Table (a) (3 & 4). # of Test by Station, % Fail by Station				
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001876	1989	8	54	62	12.9%
	1990	14	48	62	22.6%
	1991	4	62	66	6.1%
	1992	10	75	85	11.8%
	1993	14	128	142	9.9%
	1994	16	124	140	11.4%
	1995	22	227	249	8.8%
	1996	37	204	241	15.4%
	1997	47	330	377	12.5%
	1998	68	367	435	15.6%
	1999	80	463	543	14.7%
	2000	120	724	844	14.2%
	2001	148	710	858	17.2%
	2002	69	365	434	15.9%
	2003	112	908	1020	11.0%
	2004	58	354	412	14.1%
	2005	71	967	1038	6.8%
	2006	30	312	342	8.8%
	2007	45	914	959	4.7%
	2008	8	276	284	2.8%
	2009	17	630	647	2.6%
	2010	2	49	51	3.9%
ST0001876 Total		1000	8291	9291	10.8%
ST0001889	1989	4	26	30	13.3%
	1990	2	23	25	8.0%
	1991	2	22	24	8.3%
	1992	5	24	29	17.2%
	1993	7	52	59	11.9%
	1994	10	83	93	10.8%
	1995	12	102	114	10.5%
	1996	19	104	123	15.4%
	1997	27	142	169	16.0%
	1998	23	174	197	11.7%
	1999	20	244	264	7.6%
	2000	49	379	428	11.4%
	2001	81	423	504	16.1%
	2002	64	315	379	16.9%
	2003	97	741	838	11.6%
	2004	84	603	687	12.2%
	2005	123	1009	1132	10.9%
	2006	88	857	945	9.3%
	2007	101	1224	1325	7.6%
	2008	49	842	891	5.5%
	2009	40	687	727	5.5%
	2010	17	455	472	3.6%
ST0001889 Total		924	8531	9455	9.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001896	1989	6	18	24	25.0%
	1990	5	15	20	25.0%
	1991	6	16	22	27.3%
	1992	4	19	23	17.4%
	1993	3	29	32	9.4%
	1994	4	42	46	8.7%
	1995	7	68	75	9.3%
	1996	8	80	88	9.1%
	1997	25	93	118	21.2%
	1998	14	115	129	10.9%
	1999	22	184	206	10.7%
	2000	32	320	352	9.1%
	2001	42	317	359	11.7%
	2002	28	200	228	12.3%
	2003	34	375	409	8.3%
	2004	19	201	220	8.6%
	2005	37	446	483	7.7%
	2006	11	178	189	5.8%
	2007	13	405	418	3.1%
	2008	13	117	130	10.0%
	2009	13	300	313	4.2%
	2010	12	94	106	11.3%
ST0001896 Total		358	3632	3990	9.0%
ST0001944	1989	3	31	34	8.8%
	1990	2	22	24	8.3%
	1991	3	27	30	10.0%
	1992	3	43	46	6.5%
	1993	11	55	66	16.7%
	1994	8	79	87	9.2%
	1995	13	149	162	8.0%
	1996	27	104	131	20.6%
	1997	35	185	220	15.9%
	1998	39	209	248	15.7%
	1999	59	282	341	17.3%
	2000	69	472	541	12.8%
	2001	71	469	540	13.1%
	2002	36	259	295	12.2%
	2003	73	684	757	9.6%
	2004	30	339	369	8.1%
	2005	63	843	906	7.0%
	2006	30	357	387	7.8%
	2007	29	860	889	3.3%
	2008	14	310	324	4.3%
	2009	13	636	649	2.0%
	2010	8	103	111	7.2%
ST0001944 Total		639	6518	7157	8.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0001969	1989	0	5	5	0.0%
	1990	2	3	5	40.0%
	1991	0	5	5	0.0%
	1992	1	13	14	7.1%
	1993	0	12	12	0.0%
	1994	1	21	22	4.5%
	1995	2	25	27	7.4%
	1996	3	37	40	7.5%
	1997	8	61	69	11.6%
	1998	9	58	67	13.4%
	1999	4	100	104	3.8%
	2000	11	158	169	6.5%
	2001	11	66	77	14.3%
	2002	8	73	81	9.9%
	2003	13	213	226	5.8%
	2004	6	74	80	7.5%
	2005	14	296	310	4.5%
	2006	8	81	89	9.0%
	2007	8	281	289	2.8%
	2008	4	108	112	3.6%
	2009	1	231	232	0.4%
	2010	2	27	29	6.9%
ST0001969 Total		116	1948	2064	5.6%
ST0001970	1989	5	18	23	21.7%
	1990	4	11	15	26.7%
	1991	4	30	34	11.8%
	1992	6	16	22	27.3%
	1993	7	31	38	18.4%
	1994	4	52	56	7.1%
	1995	15	77	92	16.3%
	1996	13	69	82	15.9%
	1997	22	115	137	16.1%
	1998	14	154	168	8.3%
	1999	24	204	228	10.5%
	2000	31	300	331	9.4%
	2001	44	289	333	13.2%
	2002	27	169	196	13.8%
	2003	40	521	561	7.1%
	2004	21	207	228	9.2%
	2005	32	610	642	5.0%
	2006	15	218	233	6.4%
	2007	19	708	727	2.6%
	2008	3	220	223	1.3%
	2009	7	562	569	1.2%
	2010	0	67	67	0.0%
ST0001970 Total		357	4648	5005	7.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002018	1989	2	6	8	25.0%
	1990	3	9	12	25.0%
	1991	2	7	9	22.2%
	1992	2	20	22	9.1%
	1993	6	14	20	30.0%
	1994	4	31	35	11.4%
	1995	7	49	56	12.5%
	1996	9	46	55	16.4%
	1997	14	74	88	15.9%
	1998	14	94	108	13.0%
	1999	21	140	161	13.0%
	2000	18	146	164	11.0%
	2001	17	161	178	9.6%
	2002	14	87	101	13.9%
	2003	18	229	247	7.3%
	2004	11	104	115	9.6%
	2005	12	223	235	5.1%
	2006	3	82	85	3.5%
	2007	6	243	249	2.4%
	2008	1	78	79	1.3%
	2009	2	183	185	1.1%
	2010	1	12	13	7.7%
ST0002018 Total		187	2038	2225	8.4%
ST0002020	1989	0	8	8	0.0%
	1990	0	5	5	0.0%
	1991	0	10	10	0.0%
	1992	0	7	7	0.0%
	1993	1	10	11	9.1%
	1994	10	16	26	38.5%
	1995	7	20	27	25.9%
	1996	8	18	26	30.8%
	1997	7	49	56	12.5%
	1998	8	50	58	13.8%
	1999	13	81	94	13.8%
	2000	17	101	118	14.4%
	2001	27	144	171	15.8%
	2002	11	78	89	12.4%
	2003	14	210	224	6.3%
	2004	8	130	138	5.8%
	2005	15	267	282	5.3%
	2006	9	128	137	6.6%
	2007	7	350	357	2.0%
	2008	3	145	148	2.0%
	2009	3	249	252	1.2%
	2010	1	51	52	1.9%
ST0002020 Total		169	2127	2296	7.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002026	1989	0	14	14	0.0%
	1990	4	5	9	44.4%
	1991	1	12	13	7.7%
	1992	2	23	25	8.0%
	1993	2	31	33	6.1%
	1994	6	46	52	11.5%
	1995	11	56	67	16.4%
	1996	10	57	67	14.9%
	1997	8	81	89	9.0%
	1998	19	92	111	17.1%
	1999	11	125	136	8.1%
	2000	33	184	217	15.2%
	2001	40	184	224	17.9%
	2002	19	76	95	20.0%
	2003	30	242	272	11.0%
	2004	14	107	121	11.6%
	2005	17	298	315	5.4%
	2006	9	101	110	8.2%
	2007	11	294	305	3.6%
	2008	2	90	92	2.2%
	2009	6	186	192	3.1%
	2010	1	21	22	4.5%
ST0002026 Total		256	2325	2581	9.9%
ST0002060	1989	4	23	27	14.8%
	1990	2	21	23	8.7%
	1991	5	19	24	20.8%
	1992	6	29	35	17.1%
	1993	6	40	46	13.0%
	1994	8	55	63	12.7%
	1995	11	67	78	14.1%
	1996	15	90	105	14.3%
	1997	25	107	132	18.9%
	1998	21	130	151	13.9%
	1999	37	209	246	15.0%
	2000	48	294	342	14.0%
	2001	44	292	336	13.1%
	2002	23	160	183	12.6%
	2003	37	388	425	8.7%
	2004	25	161	186	13.4%
	2005	33	495	528	6.3%
	2006	17	210	227	7.5%
	2007	26	513	539	4.8%
	2008	10	160	170	5.9%
	2009	9	359	368	2.4%
	2010	11	72	83	13.3%
ST0002060 Total		423	3894	4317	9.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002070	1989	0	8	8	0.0%
	1990	2	2	4	50.0%
	1991	0	5	5	0.0%
	1992	3	5	8	37.5%
	1993	1	5	6	16.7%
	1994	4	8	12	33.3%
	1995	4	20	24	16.7%
	1996	6	19	25	24.0%
	1997	6	37	43	14.0%
	1998	12	53	65	18.5%
	1999	14	60	74	18.9%
	2000	17	108	125	13.6%
	2001	16	97	113	14.2%
	2002	12	87	99	12.1%
	2003	26	169	195	13.3%
	2004	11	97	108	10.2%
	2005	10	234	244	4.1%
	2006	8	124	132	6.1%
	2007	14	274	288	4.9%
	2008	3	112	115	2.6%
	2009	7	228	235	3.0%
	2010	0	22	22	0.0%
ST0002070 Total		176	1774	1950	9.0%
ST0002120	1989	4	13	17	23.5%
	1990	3	15	18	16.7%
	1991	4	21	25	16.0%
	1992	4	27	31	12.9%
	1993	7	18	25	28.0%
	1994	6	44	50	12.0%
	1995	11	55	66	16.7%
	1996	10	47	57	17.5%
	1997	17	61	78	21.8%
	1998	13	107	120	10.8%
	1999	12	130	142	8.5%
	2000	19	211	230	8.3%
	2001	31	235	266	11.7%
	2002	12	131	143	8.4%
	2003	23	283	306	7.5%
	2004	19	182	201	9.5%
	2005	34	380	414	8.2%
	2006	14	175	189	7.4%
	2007	17	494	511	3.3%
	2008	9	178	187	4.8%
	2009	13	402	415	3.1%
	2010	2	81	83	2.4%
ST0002120 Total		284	3290	3574	7.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
	1989	3	17	20	15.0%
	1990	1	16	17	5.9%
	1991	5	20	25	20.0%
	1992	11	25	36	30.6%
	1993	7	48	55	12.7%
	1994	8	63	71	11.3%
	1995	8	71	79	10.1%
	1996	6	66	72	8.3%
	1997	24	125	149	16.1%
	1998	20	139	159	12.6%
	1999	19	177	196	9.7%
ST0002133	2000	49	352	401	12.2%
	2001	41	345	386	10.6%
	2002	35	173	208	16.8%
	2003	43	447	490	8.8%
	2004	27	237	264	10.2%
	2005	53	545	598	8.9%
	2006	24	210	234	10.3%
	2007	21	620	641	3.3%
	2008	5	241	246	2.0%
	2009	23	468	491	4.7%
	2010	14	179	193	7.3%
ST0002133 Total		447	4584	5031	8.9%
	1989	3	14	17	17.6%
	1990	1	14	15	6.7%
	1991	6	11	17	35.3%
	1992	2	11	13	15.4%
	1993	3	28	31	9.7%
	1994	3	41	44	6.8%
	1995	3	35	38	7.9%
	1996	8	67	75	10.7%
	1997	8	72	80	10.0%
	1998	14	88	102	13.7%
ST0002141	1999	18	127	145	12.4%
	2000	32	206	238	13.4%
	2001	45	215	260	17.3%
	2002	24	159	183	13.1%
	2003	35	345	380	9.2%
	2004	22	189	211	10.4%
	2005	17	416	433	3.9%
	2006	14	170	184	7.6%
	2007	13	476	489	2.7%
	2008	6	175	181	3.3%
	2009	4	344	348	1.1%
	2010	1	40	41	2.4%
ST0002141 Total		282	3243	3525	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002149	1989	0	10	10	0.0%
	1990	1	11	12	8.3%
	1991	3	16	19	15.8%
	1992	5	20	25	20.0%
	1993	4	19	23	17.4%
	1994	6	39	45	13.3%
	1995	10	49	59	16.9%
	1996	9	48	57	15.8%
	1997	12	86	98	12.2%
	1998	14	88	102	13.7%
	1999	32	116	148	21.6%
	2000	32	201	233	13.7%
	2001	48	181	229	21.0%
	2002	29	127	156	18.6%
	2003	43	255	298	14.4%
	2004	17	154	171	9.9%
	2005	26	307	333	7.8%
	2006	14	140	154	9.1%
	2007	17	352	369	4.6%
	2008	13	136	149	8.7%
	2009	14	257	271	5.2%
	2010	8	56	64	12.5%
ST0002149 Total		357	2668	3025	11.8%
ST0002153	1989	2	20	22	9.1%
	1990	1	23	24	4.2%
	1991	6	26	32	18.8%
	1992	5	35	40	12.5%
	1993	6	45	51	11.8%
	1994	4	65	69	5.8%
	1995	11	88	99	11.1%
	1996	16	88	104	15.4%
	1997	21	136	157	13.4%
	1998	17	146	163	10.4%
	1999	20	239	259	7.7%
	2000	41	363	404	10.1%
	2001	44	352	396	11.1%
	2002	31	156	187	16.6%
	2003	52	528	580	9.0%
	2004	26	218	244	10.7%
	2005	37	540	577	6.4%
	2006	11	206	217	5.1%
	2007	20	608	628	3.2%
	2008	7	161	168	4.2%
	2009	13	486	499	2.6%
	2010	1	51	52	1.9%
ST0002153 Total		392	4580	4972	7.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station				
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002181	1989	4	15	19	21.1%
	1990	5	27	32	15.6%
	1991	7	36	43	16.3%
	1992	5	43	48	10.4%
	1993	4	51	55	7.3%
	1994	14	86	100	14.0%
	1995	20	121	141	14.2%
	1996	16	126	142	11.3%
	1997	30	205	235	12.8%
	1998	39	215	254	15.4%
	1999	48	373	421	11.4%
	2000	83	540	623	13.3%
	2001	87	526	613	14.2%
	2002	47	251	298	15.8%
	2003	73	733	806	9.1%
	2004	36	353	389	9.3%
	2005	45	871	916	4.9%
	2006	12	334	346	3.5%
	2007	24	975	999	2.4%
	2008	14	300	314	4.5%
	2009	8	705	713	1.1%
	2010	3	57	60	5.0%
ST0002181 Total		624	6943	7567	8.2%
ST0002233	1989	7	20	27	25.9%
	1990	6	25	31	19.4%
	1991	3	36	39	7.7%
	1992	9	45	54	16.7%
	1993	14	69	83	16.9%
	1994	20	85	105	19.0%
	1995	21	137	158	13.3%
	1996	27	123	150	18.0%
	1997	38	192	230	16.5%
	1998	58	191	249	23.3%
	1999	59	287	346	17.1%
	2000	83	456	539	15.4%
	2001	87	458	545	16.0%
	2002	69	303	372	18.5%
	2003	79	613	692	11.4%
	2004	43	308	351	12.3%
	2005	50	618	668	7.5%
	2006	30	295	325	9.2%
	2007	39	578	617	6.3%
	2008	7	201	208	3.4%
	2009	9	379	388	2.3%
	2010	5	95	100	5.0%
ST0002233 Total		763	5514	6277	12.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002267	1989	0	7	7	0.0%
	1990	1	7	8	12.5%
	1991	1	6	7	14.3%
	1992	1	13	14	7.1%
	1993	5	17	22	22.7%
	1994	5	32	37	13.5%
	1995	1	43	44	2.3%
	1996	13	33	46	28.3%
	1997	12	54	66	18.2%
	1998	13	62	75	17.3%
	1999	19	75	94	20.2%
	2000	19	153	172	11.0%
	2001	30	149	179	16.8%
	2002	24	79	103	23.3%
	2003	23	235	258	8.9%
	2004	18	85	103	17.5%
	2005	22	252	274	8.0%
	2006	13	94	107	12.1%
	2007	9	334	343	2.6%
	2008	8	121	129	6.2%
	2009	8	264	272	2.9%
	2010	7	178	185	3.8%
ST0002267 Total		252	2293	2545	9.9%
ST0002330	1989	0	12	12	0.0%
	1990	2	18	20	10.0%
	1991	4	25	29	13.8%
	1992	1	27	28	3.6%
	1993	6	40	46	13.0%
	1994	7	54	61	11.5%
	1995	5	89	94	5.3%
	1996	14	81	95	14.7%
	1997	19	138	157	12.1%
	1998	25	117	142	17.6%
	1999	34	207	241	14.1%
	2000	44	263	307	14.3%
	2001	43	280	323	13.3%
	2002	27	134	161	16.8%
	2003	44	362	406	10.8%
	2004	10	173	183	5.5%
	2005	30	454	484	6.2%
	2006	12	155	167	7.2%
	2007	18	421	439	4.1%
	2008	2	136	138	1.4%
	2009	7	336	343	2.0%
	2010	2	22	24	8.3%
ST0002330 Total		356	3544	3900	9.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002358	1989	1	4	5	20.0%
	1990	1	4	5	20.0%
	1991	0	5	5	0.0%
	1992	1	8	9	11.1%
	1993	2	13	15	13.3%
	1994	0	20	20	0.0%
	1995	4	27	31	12.9%
	1996	4	26	30	13.3%
	1997	9	50	59	15.3%
	1998	9	54	63	14.3%
	1999	10	62	72	13.9%
	2000	19	87	106	17.9%
	2001	21	87	108	19.4%
	2002	15	59	74	20.3%
	2003	16	144	160	10.0%
	2004	7	73	80	8.8%
	2005	22	167	189	11.6%
	2006	4	73	77	5.2%
	2007	7	171	178	3.9%
	2008	4	73	77	5.2%
	2009	1	136	137	0.7%
	2010	0	11	11	0.0%
ST0002358 Total		157	1354	1511	10.4%
ST0002365	1989	8	18	26	30.8%
	1990	5	17	22	22.7%
	1991	4	20	24	16.7%
	1992	2	25	27	7.4%
	1993	8	29	37	21.6%
	1994	10	51	61	16.4%
	1995	8	65	73	11.0%
	1996	9	59	68	13.2%
	1997	27	96	123	22.0%
	1998	21	145	166	12.7%
	1999	25	159	184	13.6%
	2000	34	243	277	12.3%
	2001	36	240	276	13.0%
	2002	19	135	154	12.3%
	2003	47	320	367	12.8%
	2004	18	156	174	10.3%
	2005	22	391	413	5.3%
	2006	13	157	170	7.6%
	2007	12	391	403	3.0%
	2008	5	146	151	3.3%
	2009	6	258	264	2.3%
	2010	0	36	36	0.0%
ST0002365 Total		339	3157	3496	9.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002373	1989	5	33	38	13.2%
	1990	6	29	35	17.1%
	1991	5	30	35	14.3%
	1992	9	50	59	15.3%
	1993	9	55	64	14.1%
	1994	20	94	114	17.5%
	1995	27	152	179	15.1%
	1996	25	148	173	14.5%
	1997	28	194	222	12.6%
	1998	41	189	230	17.8%
	1999	45	287	332	13.6%
	2000	63	455	518	12.2%
	2001	73	483	556	13.1%
	2002	55	229	284	19.4%
	2003	62	635	697	8.9%
	2004	26	231	257	10.1%
	2005	31	712	743	4.2%
	2006	20	236	256	7.8%
	2007	21	657	678	3.1%
	2008	9	192	201	4.5%
	2009	9	473	482	1.9%
	2010	0	42	42	0.0%
ST0002373 Total		589	5606	6195	9.5%
ST0002380	1989	5	17	22	22.7%
	1990	4	18	22	18.2%
	1991	0	12	12	0.0%
	1992	2	26	28	7.1%
	1993	2	27	29	6.9%
	1994	4	60	64	6.3%
	1995	7	53	60	11.7%
	1996	9	53	62	14.5%
	1997	20	98	118	16.9%
	1998	11	93	104	10.6%
	1999	15	101	116	12.9%
	2000	28	181	209	13.4%
	2001	27	169	196	13.8%
	2002	19	84	103	18.4%
	2003	24	278	302	7.9%
	2004	14	95	109	12.8%
	2005	20	333	353	5.7%
	2006	8	98	106	7.5%
	2007	15	291	306	4.9%
	2008	1	74	75	1.3%
	2009	2	254	256	0.8%
	2010	0	16	16	0.0%
ST0002380 Total		237	2431	2668	8.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002419	1989	5	21	26	19.2%
	1990	2	18	20	10.0%
	1991	5	28	33	15.2%
	1992	5	40	45	11.1%
	1993	9	45	54	16.7%
	1994	14	61	75	18.7%
	1995	12	94	106	11.3%
	1996	11	87	98	11.2%
	1997	19	134	153	12.4%
	1998	17	161	178	9.6%
	1999	34	257	291	11.7%
	2000	51	384	435	11.7%
	2001	51	346	397	12.8%
	2002	29	164	193	15.0%
	2003	62	506	568	10.9%
	2004	27	228	255	10.6%
	2005	60	545	605	9.9%
	2006	22	217	239	9.2%
	2007	61	640	701	8.7%
	2008	42	252	294	14.3%
	2009	40	480	520	7.7%
	2010	112	463	575	19.5%
ST0002419 Total		690	5171	5861	11.8%
ST0002467	1989	2	5	7	28.6%
	1990	3	10	13	23.1%
	1991	2	11	13	15.4%
	1992	4	12	16	25.0%
	1993	3	25	28	10.7%
	1994	4	31	35	11.4%
	1995	5	41	46	10.9%
	1996	11	44	55	20.0%
	1997	15	70	85	17.6%
	1998	14	75	89	15.7%
	1999	23	106	129	17.8%
	2000	26	167	193	13.5%
	2001	33	217	250	13.2%
	2002	20	115	135	14.8%
	2003	28	264	292	9.6%
	2004	14	127	141	9.9%
	2005	19	286	305	6.2%
	2006	18	141	159	11.3%
	2007	15	327	342	4.4%
	2008	8	126	134	6.0%
	2009	7	249	256	2.7%
	2010	7	80	87	8.0%
ST0002467 Total		281	2529	2810	10.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002493	1989	9	24	33	27.3%
	1990	3	32	35	8.6%
	1991	6	35	41	14.6%
	1992	5	35	40	12.5%
	1993	9	45	54	16.7%
	1994	15	81	96	15.6%
	1995	14	127	141	9.9%
	1996	12	128	140	8.6%
	1997	22	182	204	10.8%
	1998	35	206	241	14.5%
	1999	33	332	365	9.0%
	2000	53	461	514	10.3%
	2001	67	463	530	12.6%
	2002	42	278	320	13.1%
	2003	60	711	771	7.8%
	2004	31	332	363	8.5%
	2005	39	920	959	4.1%
	2006	14	299	313	4.5%
	2007	21	927	948	2.2%
	2008	14	285	299	4.7%
	2009	6	719	725	0.8%
	2010	2	69	71	2.8%
ST0002493 Total		512	6691	7203	7.1%
ST0002540	1989	1	19	20	5.0%
	1990	4	11	15	26.7%
	1991	2	15	17	11.8%
	1992	5	20	25	20.0%
	1993	4	32	36	11.1%
	1994	7	46	53	13.2%
	1995	15	69	84	17.9%
	1996	11	55	66	16.7%
	1997	15	68	83	18.1%
	1998	20	112	132	15.2%
	1999	19	168	187	10.2%
	2000	41	262	303	13.5%
	2001	37	269	306	12.1%
	2002	14	118	132	10.6%
	2003	37	327	364	10.2%
	2004	21	144	165	12.7%
	2005	29	412	441	6.6%
	2006	20	181	201	10.0%
	2007	16	391	407	3.9%
	2008	7	161	168	4.2%
	2009	8	326	334	2.4%
	2010	2	69	71	2.8%
ST0002540 Total		335	3275	3610	9.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002560	1989	0	19	19	0.0%
	1990	1	25	26	3.8%
	1991	1	18	19	5.3%
	1992	2	34	36	5.6%
	1993	1	46	47	2.1%
	1994	4	68	72	5.6%
	1995	6	100	106	5.7%
	1996	9	101	110	8.2%
	1997	22	156	178	12.4%
	1998	29	151	180	16.1%
	1999	36	258	294	12.2%
	2000	39	371	410	9.5%
	2001	61	408	469	13.0%
	2002	19	199	218	8.7%
	2003	57	584	641	8.9%
	2004	27	227	254	10.6%
	2005	41	721	762	5.4%
	2006	15	236	251	6.0%
	2007	35	783	818	4.3%
	2008	10	238	248	4.0%
	2009	22	618	640	3.4%
	2010	25	203	228	11.0%
ST0002560 Total		462	5564	6026	7.7%
ST0002573	1989	7	10	17	41.2%
	1990	3	15	18	16.7%
	1991	4	23	27	14.8%
	1992	5	25	30	16.7%
	1993	8	46	54	14.8%
	1994	7	49	56	12.5%
	1995	6	78	84	7.1%
	1996	16	71	87	18.4%
	1997	13	108	121	10.7%
	1998	16	108	124	12.9%
	1999	31	151	182	17.0%
	2000	42	226	268	15.7%
	2001	40	211	251	15.9%
	2002	31	130	161	19.3%
	2003	36	313	349	10.3%
	2004	12	162	174	6.9%
	2005	30	367	397	7.6%
	2006	12	154	166	7.2%
	2007	11	396	407	2.7%
	2008	5	137	142	3.5%
	2009	7	291	298	2.3%
	2010	1	37	38	2.6%
ST0002573 Total		343	3108	3451	9.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002578	1989	4	4	8	50.0%
	1990	3	3	6	50.0%
	1991	2	9	11	18.2%
	1992	4	10	14	28.6%
	1993	1	24	25	4.0%
	1994	0	20	20	0.0%
	1995	3	37	40	7.5%
	1996	2	33	35	5.7%
	1997	6	48	54	11.1%
	1998	9	56	65	13.8%
	1999	16	86	102	15.7%
	2000	19	148	167	11.4%
	2001	26	155	181	14.4%
	2002	13	91	104	12.5%
	2003	24	205	229	10.5%
	2004	17	126	143	11.9%
	2005	17	275	292	5.8%
	2006	14	128	142	9.9%
	2007	15	330	345	4.3%
	2008	13	174	187	7.0%
	2009	15	320	335	4.5%
	2010	15	158	173	8.7%
ST0002578 Total		238	2440	2678	8.9%
ST0002593	1989	2	19	21	9.5%
	1990	9	12	21	42.9%
	1991	7	29	36	19.4%
	1992	1	30	31	3.2%
	1993	4	44	48	8.3%
	1994	8	72	80	10.0%
	1995	15	87	102	14.7%
	1996	24	96	120	20.0%
	1997	31	129	160	19.4%
	1998	47	163	210	22.4%
	1999	33	243	276	12.0%
	2000	57	353	410	13.9%
	2001	90	343	433	20.8%
	2002	52	219	271	19.2%
	2003	50	448	498	10.0%
	2004	36	218	254	14.2%
	2005	53	585	638	8.3%
	2006	19	203	222	8.6%
	2007	17	538	555	3.1%
	2008	8	172	180	4.4%
	2009	14	396	410	3.4%
	2010	1	51	52	1.9%
ST0002593 Total		578	4450	5028	11.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0002631	1989	1	4	5	20.0%
	1990	0	9	9	0.0%
	1991	0	5	5	0.0%
	1992	0	5	5	0.0%
	1993	3	11	14	21.4%
	1994	5	22	27	18.5%
	1995	5	23	28	17.9%
	1996	8	30	38	21.1%
	1997	8	40	48	16.7%
	1998	11	68	79	13.9%
	1999	10	82	92	10.9%
	2000	10	120	130	7.7%
	2001	23	118	141	16.3%
	2002	14	57	71	19.7%
	2003	16	158	174	9.2%
	2004	6	94	100	6.0%
	2005	11	190	201	5.5%
	2006	9	80	89	10.1%
	2007	2	186	188	1.1%
	2008	3	75	78	3.8%
	2009	2	153	155	1.3%
	2010	1	7	8	12.5%
ST0002631 Total		148	1537	1685	8.8%
ST0002651	1989	1	7	8	12.5%
	1990	1	9	10	10.0%
	1991	1	7	8	12.5%
	1992	1	12	13	7.7%
	1993	3	7	10	30.0%
	1994	3	20	23	13.0%
	1995	3	29	32	9.4%
	1996	5	19	24	20.8%
	1997	4	32	36	11.1%
	1998	3	27	30	10.0%
	1999	12	47	59	20.3%
	2000	9	77	86	10.5%
	2001	13	88	101	12.9%
	2002	9	35	44	20.5%
	2003	11	114	125	8.8%
	2004	6	45	51	11.8%
	2005	10	157	167	6.0%
	2006	5	44	49	10.2%
	2007	5	158	163	3.1%
	2008	1	41	42	2.4%
	2009	2	136	138	1.4%
	2010	0	14	14	0.0%
ST0002651 Total		108	1125	1233	8.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002652	1989	6	29	35	17.1%
	1990	5	31	36	13.9%
	1991	2	31	33	6.1%
	1992	3	36	39	7.7%
	1993	7	59	66	10.6%
	1994	10	98	108	9.3%
	1995	14	106	120	11.7%
	1996	20	124	144	13.9%
	1997	30	172	202	14.9%
	1998	42	191	233	18.0%
	1999	43	293	336	12.8%
	2000	58	415	473	12.3%
	2001	79	449	528	15.0%
	2002	43	205	248	17.3%
	2003	59	565	624	9.5%
	2004	28	229	257	10.9%
	2005	56	615	671	8.3%
	2006	24	216	240	10.0%
	2007	22	725	747	2.9%
	2008	8	198	206	3.9%
	2009	9	524	533	1.7%
	2010	0	34	34	0.0%
ST0002652 Total		568	5345	5913	9.6%
ST0002672	1989	8	28	36	22.2%
	1990	8	30	38	21.1%
	1991	3	37	40	7.5%
	1992	9	38	47	19.1%
	1993	6	62	68	8.8%
	1994	13	90	103	12.6%
	1995	25	148	173	14.5%
	1996	14	138	152	9.2%
	1997	47	251	298	15.8%
	1998	50	274	324	15.4%
	1999	36	383	419	8.6%
	2000	61	616	677	9.0%
	2001	76	659	735	10.3%
	2002	50	307	357	14.0%
	2003	78	943	1021	7.6%
	2004	49	361	410	12.0%
	2005	69	1066	1135	6.1%
	2006	28	368	396	7.1%
	2007	33	1143	1176	2.8%
	2008	14	324	338	4.1%
	2009	26	911	937	2.8%
	2010	4	78	82	4.9%
ST0002672 Total		707	8255	8962	7.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002722	1989	2	8	10	20.0%
	1990	1	7	8	12.5%
	1991	3	10	13	23.1%
	1992	1	7	8	12.5%
	1993	1	26	27	3.7%
	1994	3	24	27	11.1%
	1995	8	40	48	16.7%
	1996	5	41	46	10.9%
	1997	11	59	70	15.7%
	1998	7	74	81	8.6%
	1999	13	113	126	10.3%
	2000	26	181	207	12.6%
	2001	35	206	241	14.5%
	2002	15	125	140	10.7%
	2003	22	287	309	7.1%
	2004	9	137	146	6.2%
	2005	21	402	423	5.0%
	2006	15	148	163	9.2%
	2007	16	375	391	4.1%
	2008	5	131	136	3.7%
	2009	9	343	352	2.6%
	2010	0	18	18	0.0%
ST0002722 Total		228	2762	2990	7.6%
ST0002740	1989	0	9	9	0.0%
	1990	6	18	24	25.0%
	1991	2	22	24	8.3%
	1992	5	26	31	16.1%
	1993	4	31	35	11.4%
	1994	12	62	74	16.2%
	1995	10	87	97	10.3%
	1996	8	65	73	11.0%
	1997	28	112	140	20.0%
	1998	23	162	185	12.4%
	1999	19	225	244	7.8%
	2000	43	302	345	12.5%
	2001	48	325	373	12.9%
	2002	38	158	196	19.4%
	2003	34	491	525	6.5%
	2004	22	195	217	10.1%
	2005	31	581	612	5.1%
	2006	10	212	222	4.5%
	2007	24	616	640	3.8%
	2008	9	174	183	4.9%
	2009	6	461	467	1.3%
	2010	0	40	40	0.0%
ST0002740 Total		382	4374	4756	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002744	1989	3	28	31	9.7%
	1990	6	27	33	18.2%
	1991	2	32	34	5.9%
	1992	10	46	56	17.9%
	1993	15	78	93	16.1%
	1994	21	78	99	21.2%
	1995	16	101	117	13.7%
	1996	20	133	153	13.1%
	1997	29	213	242	12.0%
	1998	44	183	227	19.4%
	1999	36	319	355	10.1%
	2000	38	510	548	6.9%
	2001	71	460	531	13.4%
	2002	30	246	276	10.9%
	2003	67	663	730	9.2%
	2004	22	289	311	7.1%
	2005	36	713	749	4.8%
	2006	17	263	280	6.1%
	2007	25	735	760	3.3%
	2008	6	179	185	3.2%
	2009	9	508	517	1.7%
	2010	1	38	39	2.6%
ST0002744 Total		524	5842	6366	8.2%
ST0002822	1989	7	24	31	22.6%
	1990	4	35	39	10.3%
	1991	8	37	45	17.8%
	1992	9	64	73	12.3%
	1993	15	69	84	17.9%
	1994	24	93	117	20.5%
	1995	27	156	183	14.8%
	1996	38	127	165	23.0%
	1997	56	219	275	20.4%
	1998	43	216	259	16.6%
	1999	48	317	365	13.2%
	2000	77	464	541	14.2%
	2001	79	452	531	14.9%
	2002	55	238	293	18.8%
	2003	75	606	681	11.0%
	2004	30	230	260	11.5%
	2005	43	633	676	6.4%
	2006	27	221	248	10.9%
	2007	38	622	660	5.8%
	2008	22	216	238	9.2%
	2009	28	482	510	5.5%
	2010	39	198	237	16.5%
ST0002822 Total		792	5719	6511	12.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002830	1989	0	13	13	0.0%
	1990	8	9	17	47.1%
	1991	5	12	17	29.4%
	1992	1	16	17	5.9%
	1993	7	29	36	19.4%
	1994	6	46	52	11.5%
	1995	10	59	69	14.5%
	1996	12	51	63	19.0%
	1997	12	94	106	11.3%
	1998	17	103	120	14.2%
	1999	27	142	169	16.0%
	2000	29	266	295	9.8%
	2001	44	260	304	14.5%
	2002	35	180	215	16.3%
	2003	39	353	392	9.9%
	2004	26	201	227	11.5%
	2005	24	479	503	4.8%
	2006	18	229	247	7.3%
	2007	23	524	547	4.2%
	2008	10	213	223	4.5%
	2009	14	379	393	3.6%
	2010	6	138	144	4.2%
ST0002830 Total		373	3796	4169	8.9%
ST0002880	1989	6	41	47	12.8%
	1990	11	38	49	22.4%
	1991	9	54	63	14.3%
	1992	4	62	66	6.1%
	1993	14	79	93	15.1%
	1994	11	123	134	8.2%
	1995	28	172	200	14.0%
	1996	33	155	188	17.6%
	1997	35	248	283	12.4%
	1998	61	237	298	20.5%
	1999	50	351	401	12.5%
	2000	70	577	647	10.8%
	2001	87	546	633	13.7%
	2002	52	271	323	16.1%
	2003	78	744	822	9.5%
	2004	62	269	331	18.7%
	2005	55	774	829	6.6%
	2006	23	309	332	6.9%
	2007	37	760	797	4.6%
	2008	8	228	236	3.4%
	2009	11	560	571	1.9%
	2010	2	49	51	3.9%
ST0002880 Total		747	6647	7394	10.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002884	1989	2	16	18	11.1%
	1990	3	16	19	15.8%
	1991	1	17	18	5.6%
	1992	1	14	15	6.7%
	1993	3	26	29	10.3%
	1994	1	44	45	2.2%
	1995	7	45	52	13.5%
	1996	4	46	50	8.0%
	1997	16	68	84	19.0%
	1998	16	99	115	13.9%
	1999	18	132	150	12.0%
	2000	14	247	261	5.4%
	2001	22	243	265	8.3%
	2002	3	98	101	3.0%
	2003	25	327	352	7.1%
	2004	10	127	137	7.3%
	2005	21	354	375	5.6%
	2006	9	115	124	7.3%
	2007	10	375	385	2.6%
	2008	5	109	114	4.4%
	2009	2	313	315	0.6%
	2010	0	22	22	0.0%
ST0002884 Total		193	2853	3046	6.3%
ST0002915	1989	4	27	31	12.9%
	1990	9	37	46	19.6%
	1991	7	35	42	16.7%
	1992	5	38	43	11.6%
	1993	12	47	59	20.3%
	1994	12	92	104	11.5%
	1995	19	128	147	12.9%
	1996	26	113	139	18.7%
	1997	43	166	209	20.6%
	1998	34	202	236	14.4%
	1999	55	266	321	17.1%
	2000	56	453	509	11.0%
	2001	67	431	498	13.5%
	2002	45	232	277	16.2%
	2003	63	544	607	10.4%
	2004	35	248	283	12.4%
	2005	38	671	709	5.4%
	2006	14	237	251	5.6%
	2007	22	625	647	3.4%
	2008	6	195	201	3.0%
	2009	14	442	456	3.1%
	2010	9	102	111	8.1%
ST0002915 Total		595	5331	5926	10.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station				
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002919	1989	0	5	5	0.0%
	1990	3	5	8	37.5%
	1991	1	10	11	9.1%
	1992	4	12	16	25.0%
	1993	5	12	17	29.4%
	1994	5	40	45	11.1%
	1995	6	31	37	16.2%
	1996	8	44	52	15.4%
	1997	17	67	84	20.2%
	1998	11	70	81	13.6%
	1999	23	103	126	18.3%
	2000	29	152	181	16.0%
	2001	49	145	194	25.3%
	2002	33	105	138	23.9%
	2003	30	206	236	12.7%
	2004	14	125	139	10.1%
	2005	17	242	259	6.6%
	2006	14	105	119	11.8%
	2007	16	278	294	5.4%
	2008	5	107	112	4.5%
	2009	2	211	213	0.9%
	2010	2	86	88	2.3%
ST0002919 Total		294	2161	2455	12.0%
ST0002955	1989	0	6	6	0.0%
	1990	1	7	8	12.5%
	1991	4	8	12	33.3%
	1992	2	8	10	20.0%
	1993	5	21	26	19.2%
	1994	6	22	28	21.4%
	1995	8	22	30	26.7%
	1996	18	40	58	31.0%
	1997	22	53	75	29.3%
	1998	14	74	88	15.9%
	1999	32	85	117	27.4%
	2000	38	113	151	25.2%
	2001	43	125	168	25.6%
	2002	23	76	99	23.2%
	2003	18	93	111	16.2%
	2004	12	76	88	13.6%
	2005	13	111	124	10.5%
	2006	3	51	54	5.6%
	2007	4	94	98	4.1%
	2008	4	51	55	7.3%
	2009	1	63	64	1.6%
	2010	1	15	16	6.3%
ST0002955 Total		272	1214	1486	18.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0002964	1989	8	19	27	29.6%
	1990	8	30	38	21.1%
	1991	5	40	45	11.1%
	1992	5	55	60	8.3%
	1993	10	78	88	11.4%
	1994	13	110	123	10.6%
	1995	23	129	152	15.1%
	1996	49	153	202	24.3%
	1997	70	254	324	21.6%
	1998	75	280	355	21.1%
	1999	106	371	477	22.2%
	2000	126	534	660	19.1%
	2001	130	522	652	19.9%
	2002	93	316	409	22.7%
	2003	92	652	744	12.4%
	2004	49	350	399	12.3%
	2005	57	739	796	7.2%
	2006	49	327	376	13.0%
	2007	42	720	762	5.5%
	2008	14	315	329	4.3%
	2009	18	505	523	3.4%
	2010	29	312	341	8.5%
ST0002964 Total		1071	6811	7882	13.6%
ST0002975	1989	0	4	4	0.0%
	1990	0	6	6	0.0%
	1991	3	8	11	27.3%
	1992	1	12	13	7.7%
	1993	3	7	10	30.0%
	1994	2	25	27	7.4%
	1995	4	27	31	12.9%
	1996	9	31	40	22.5%
	1997	10	39	49	20.4%
	1998	6	43	49	12.2%
	1999	10	67	77	13.0%
	2000	19	94	113	16.8%
	2001	24	94	118	20.3%
	2002	17	70	87	19.5%
	2003	14	146	160	8.8%
	2004	13	77	90	14.4%
	2005	17	167	184	9.2%
	2006	2	98	100	2.0%
	2007	11	207	218	5.0%
	2008	11	96	107	10.3%
	2009	5	171	176	2.8%
	2010	7	86	93	7.5%
ST0002975 Total		188	1575	1763	10.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003102	1989	5	12	17	29.4%
	1990	2	8	10	20.0%
	1991	3	8	11	27.3%
	1992	4	22	26	15.4%
	1993	4	27	31	12.9%
	1994	10	47	57	17.5%
	1995	8	66	74	10.8%
	1996	7	76	83	8.4%
	1997	33	88	121	27.3%
	1998	29	108	137	21.2%
	1999	33	148	181	18.2%
	2000	44	202	246	17.9%
	2001	48	217	265	18.1%
	2002	39	161	200	19.5%
	2003	33	278	311	10.6%
	2004	19	141	160	11.9%
	2005	27	306	333	8.1%
	2006	14	117	131	10.7%
	2007	11	295	306	3.6%
	2008	3	109	112	2.7%
	2009	4	196	200	2.0%
	2010	0	21	21	0.0%
ST0003102 Total		380	2653	3033	12.5%
ST0003106	1989	0	11	11	0.0%
	1990	2	3	5	40.0%
	1991	1	7	8	12.5%
	1992	4	15	19	21.1%
	1993	2	10	12	16.7%
	1994	4	20	24	16.7%
	1995	5	48	53	9.4%
	1996	7	36	43	16.3%
	1997	15	35	50	30.0%
	1998	15	43	58	25.9%
	1999	13	69	82	15.9%
	2000	26	119	145	17.9%
	2001	19	123	142	13.4%
	2002	15	71	86	17.4%
	2003	16	126	142	11.3%
	2004	10	46	56	17.9%
	2005	13	124	137	9.5%
	2006	2	40	42	4.8%
	2007	1	122	123	0.8%
	2008	1	30	31	3.2%
	2009	3	79	82	3.7%
	2010	0	3	3	0.0%
ST0003106 Total		174	1180	1354	12.9%

| Table (a) (3 & 4). # of Test by Station, % Fail by Station ||||||
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003107	1989	8	32	40	20.0%
	1990	2	34	36	5.6%
	1991	8	33	41	19.5%
	1992	11	75	86	12.8%
	1993	17	81	98	17.3%
	1994	17	128	145	11.7%
	1995	24	143	167	14.4%
	1996	34	165	199	17.1%
	1997	44	214	258	17.1%
	1998	49	249	298	16.4%
	1999	70	336	406	17.2%
	2000	95	544	639	14.9%
	2001	84	481	565	14.9%
	2002	60	270	330	18.2%
	2003	60	624	684	8.8%
	2004	37	297	334	11.1%
	2005	51	655	706	7.2%
	2006	19	258	277	6.9%
	2007	18	550	568	3.2%
	2008	6	206	212	2.8%
	2009	10	347	357	2.8%
	2010	1	46	47	2.1%
ST0003107 Total		725	5768	6493	11.2%
ST0003176	1989	4	8	12	33.3%
	1990	3	12	15	20.0%
	1991	1	10	11	9.1%
	1992	1	16	17	5.9%
	1993	6	24	30	20.0%
	1994	4	30	34	11.8%
	1995	9	54	63	14.3%
	1996	9	40	49	18.4%
	1997	16	53	69	23.2%
	1998	11	80	91	12.1%
	1999	26	111	137	19.0%
	2000	25	156	181	13.8%
	2001	28	120	148	18.9%
	2002	21	88	109	19.3%
	2003	28	195	223	12.6%
	2004	17	67	84	20.2%
	2005	12	194	206	5.8%
	2006	8	75	83	9.6%
	2007	11	227	238	4.6%
	2008	6	67	73	8.2%
	2009	5	174	179	2.8%
	2010	0	18	18	0.0%
ST0003176 Total		251	1819	2070	12.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003190	1989	1	16	17	5.9%
	1990	3	13	16	18.8%
	1991	4	18	22	18.2%
	1992	4	17	21	19.0%
	1993	10	29	39	25.6%
	1994	9	50	59	15.3%
	1995	24	68	92	26.1%
	1996	9	86	95	9.5%
	1997	21	114	135	15.6%
	1998	20	135	155	12.9%
	1999	32	227	259	12.4%
	2000	31	292	323	9.6%
	2001	58	343	401	14.5%
	2002	30	202	232	12.9%
	2003	49	514	563	8.7%
	2004	22	208	230	9.6%
	2005	40	615	655	6.1%
	2006	9	235	244	3.7%
	2007	31	775	806	3.8%
	2008	7	240	247	2.8%
	2009	12	589	601	2.0%
	2010	2	93	95	2.1%
ST0003190 Total		428	4879	5307	8.1%
ST0003192	1989	16	43	59	27.1%
	1990	15	54	69	21.7%
	1991	14	76	90	15.6%
	1992	20	100	120	16.7%
	1993	24	135	159	15.1%
	1994	54	190	244	22.1%
	1995	69	319	388	17.8%
	1996	77	280	357	21.6%
	1997	101	471	572	17.7%
	1998	128	517	645	19.8%
	1999	141	722	863	16.3%
	2000	169	918	1087	15.5%
	2001	207	870	1077	19.2%
	2002	159	694	853	18.6%
	2003	158	1157	1315	12.0%
	2004	100	751	851	11.8%
	2005	123	1174	1297	9.5%
	2006	65	635	700	9.3%
	2007	60	1240	1300	4.6%
	2008	21	549	570	3.7%
	2009	29	839	868	3.3%
	2010	28	343	371	7.5%
ST0003192 Total		1778	12077	13855	12.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003225	1989	3	5	8	37.5%
	1990	1	14	15	6.7%
	1991	4	19	23	17.4%
	1992	5	18	23	21.7%
	1993	10	36	46	21.7%
	1994	15	59	74	20.3%
	1995	24	79	103	23.3%
	1996	28	68	96	29.2%
	1997	58	111	169	34.3%
	1998	58	129	187	31.0%
	1999	80	160	240	33.3%
	2000	77	190	267	28.8%
	2001	86	183	269	32.0%
	2002	71	175	246	28.9%
	2003	48	202	250	19.2%
	2004	40	168	208	19.2%
	2005	28	173	201	13.9%
	2006	19	91	110	17.3%
	2007	6	122	128	4.7%
	2008	3	69	72	4.2%
	2009	6	76	82	7.3%
	2010	3	42	45	6.7%
ST0003225 Total		673	2189	2862	23.5%
ST0003253	1989	2	8	10	20.0%
	1990	1	9	10	10.0%
	1991	0	11	11	0.0%
	1992	1	7	8	12.5%
	1993	4	15	19	21.1%
	1994	5	21	26	19.2%
	1995	1	51	52	1.9%
	1996	8	38	46	17.4%
	1997	11	66	77	14.3%
	1998	11	71	82	13.4%
	1999	16	107	123	13.0%
	2000	15	180	195	7.7%
	2001	32	165	197	16.2%
	2002	13	100	113	11.5%
	2003	22	275	297	7.4%
	2004	12	135	147	8.2%
	2005	19	376	395	4.8%
	2006	11	98	109	10.1%
	2007	11	401	412	2.7%
	2008	7	109	116	6.0%
	2009	2	269	271	0.7%
	2010	4	45	49	8.2%
ST0003253 Total		208	2557	2765	7.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003292	1989	4	14	18	22.2%
	1990	3	11	14	21.4%
	1991	4	23	27	14.8%
	1992	6	29	35	17.1%
	1993	9	37	46	19.6%
	1994	11	72	83	13.3%
	1995	9	104	113	8.0%
	1996	20	98	118	16.9%
	1997	30	131	161	18.6%
	1998	40	153	193	20.7%
	1999	41	220	261	15.7%
	2000	65	335	400	16.3%
	2001	60	291	351	17.1%
	2002	41	164	205	20.0%
	2003	45	372	417	10.8%
	2004	20	193	213	9.4%
	2005	25	398	423	5.9%
	2006	15	144	159	9.4%
	2007	17	342	359	4.7%
	2008	5	109	114	4.4%
	2009	6	231	237	2.5%
	2010	0	19	19	0.0%
ST0003292 Total		476	3490	3966	12.0%
ST0003432	1989	9	38	47	19.1%
	1990	16	37	53	30.2%
	1991	20	51	71	28.2%
	1992	23	81	104	22.1%
	1993	33	110	143	23.1%
	1994	35	174	209	16.7%
	1995	55	285	340	16.2%
	1996	114	311	425	26.8%
	1997	180	418	598	30.1%
	1998	207	480	687	30.1%
	1999	245	597	842	29.1%
	2000	340	884	1224	27.8%
	2001	337	776	1113	30.3%
	2002	219	704	923	23.7%
	2003	190	989	1179	16.1%
	2004	144	630	774	18.6%
	2005	140	880	1020	13.7%
	2006	77	515	592	13.0%
	2007	63	744	807	7.8%
	2008	22	357	379	5.8%
	2009	16	480	496	3.2%
	2010	7	159	166	4.2%
ST0003432 Total		2492	9700	12192	20.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003437	1989	6	14	20	30.0%
	1990	5	27	32	15.6%
	1991	3	25	28	10.7%
	1992	4	30	34	11.8%
	1993	9	36	45	20.0%
	1994	4	68	72	5.6%
	1995	16	87	103	15.5%
	1996	6	111	117	5.1%
	1997	14	164	178	7.9%
	1998	28	179	207	13.5%
	1999	34	263	297	11.4%
	2000	50	455	505	9.9%
	2001	60	417	477	12.6%
	2002	40	220	260	15.4%
	2003	65	608	673	9.7%
	2004	31	279	310	10.0%
	2005	48	751	799	6.0%
	2006	15	251	266	5.6%
	2007	16	808	824	1.9%
	2008	3	251	254	1.2%
	2009	11	546	557	2.0%
	2010	1	49	50	2.0%
ST0003437 Total		469	5639	6108	7.7%
ST0003449	1989	18	52	70	25.7%
	1990	19	55	74	25.7%
	1991	14	96	110	12.7%
	1992	31	112	143	21.7%
	1993	49	152	201	24.4%
	1994	37	276	313	11.8%
	1995	50	387	437	11.4%
	1996	121	321	442	27.4%
	1997	181	417	598	30.3%
	1998	222	531	753	29.5%
	1999	256	643	899	28.5%
	2000	342	901	1243	27.5%
	2001	327	830	1157	28.3%
	2002	244	773	1017	24.0%
	2003	260	1012	1272	20.4%
	2004	185	738	923	20.0%
	2005	148	1020	1168	12.7%
	2006	61	640	701	8.7%
	2007	59	946	1005	5.9%
	2008	25	510	535	4.7%
	2009	20	558	578	3.5%
	2010	8	185	193	4.1%
ST0003449 Total		2677	11155	13832	19.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003458	1989	2	28	30	6.7%
	1990	4	32	36	11.1%
	1991	3	24	27	11.1%
	1992	1	31	32	3.1%
	1993	3	61	64	4.7%
	1994	4	69	73	5.5%
	1995	7	92	99	7.1%
	1996	14	114	128	10.9%
	1997	16	181	197	8.1%
	1998	26	185	211	12.3%
	1999	19	273	292	6.5%
	2000	62	443	505	12.3%
	2001	65	523	588	11.1%
	2002	26	229	255	10.2%
	2003	40	740	780	5.1%
	2004	24	272	296	8.1%
	2005	57	842	899	6.3%
	2006	17	301	318	5.3%
	2007	30	999	1029	2.9%
	2008	10	295	305	3.3%
	2009	7	744	751	0.9%
	2010	1	55	56	1.8%
ST0003458 Total		438	6533	6971	6.3%
ST0003475	1989	1	5	6	16.7%
	1990	3	2	5	60.0%
	1991	3	8	11	27.3%
	1992	0	10	10	0.0%
	1993	3	12	15	20.0%
	1994	4	21	25	16.0%
	1995	7	25	32	21.9%
	1996	3	27	30	10.0%
	1997	12	40	52	23.1%
	1998	4	60	64	6.3%
	1999	14	64	78	17.9%
	2000	15	99	114	13.2%
	2001	15	107	122	12.3%
	2002	15	62	77	19.5%
	2003	23	135	158	14.6%
	2004	18	60	78	23.1%
	2005	12	175	187	6.4%
	2006	10	93	103	9.7%
	2007	10	209	219	4.6%
	2008	3	70	73	4.1%
	2009	4	138	142	2.8%
	2010	0	17	17	0.0%
ST0003475 Total		179	1439	1618	11.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station

Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003483	1989	2	15	17	11.8%
	1990	2	12	14	14.3%
	1991	2	14	16	12.5%
	1992	3	33	36	8.3%
	1993	3	23	26	11.5%
	1994	3	33	36	8.3%
	1995	6	53	59	10.2%
	1996	11	43	54	20.4%
	1997	14	67	81	17.3%
	1998	14	97	111	12.6%
	1999	15	152	167	9.0%
	2000	26	202	228	11.4%
	2001	22	211	233	9.4%
	2002	19	105	124	15.3%
	2003	33	313	346	9.5%
	2004	17	131	148	11.5%
	2005	19	268	287	6.6%
	2006	11	116	127	8.7%
	2007	10	362	372	2.7%
	2008	8	130	138	5.8%
	2009	7	243	250	2.8%
	2010	2	40	42	4.8%
ST0003483 Total		249	2663	2912	8.6%
ST0003498	1989	3	34	37	8.1%
	1990	8	34	42	19.0%
	1991	16	38	54	29.6%
	1992	10	50	60	16.7%
	1993	15	71	86	17.4%
	1994	22	130	152	14.5%
	1995	31	206	237	13.1%
	1996	44	186	230	19.1%
	1997	76	258	334	22.8%
	1998	76	309	385	19.7%
	1999	94	403	497	18.9%
	2000	113	608	721	15.7%
	2001	111	501	612	18.1%
	2002	81	386	467	17.3%
	2003	94	663	757	12.4%
	2004	42	390	432	9.7%
	2005	49	683	732	6.7%
	2006	24	373	397	6.0%
	2007	25	604	629	4.0%
	2008	4	261	265	1.5%
	2009	9	422	431	2.1%
	2010	3	93	96	3.1%
ST0003498 Total		950	6703	7653	12.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003548	1989	7	38	45	15.6%
	1990	14	23	37	37.8%
	1991	14	62	76	18.4%
	1992	8	66	74	10.8%
	1993	22	124	146	15.1%
	1994	20	157	177	11.3%
	1995	48	211	259	18.5%
	1996	52	228	280	18.6%
	1997	87	287	374	23.3%
	1998	87	380	467	18.6%
	1999	90	496	586	15.4%
	2000	124	628	752	16.5%
	2001	137	608	745	18.4%
	2002	118	426	544	21.7%
	2003	105	774	879	11.9%
	2004	76	434	510	14.9%
	2005	84	839	923	9.1%
	2006	48	433	481	10.0%
	2007	35	837	872	4.0%
	2008	13	375	388	3.4%
	2009	10	550	560	1.8%
	2010	5	175	180	2.8%
ST0003548 Total		1204	8151	9355	12.9%
ST0003587	1989	1	4	5	20.0%
	1990	1	3	4	25.0%
	1991	0	6	6	0.0%
	1992	2	8	10	20.0%
	1993	5	11	16	31.3%
	1994	7	18	25	28.0%
	1995	7	26	33	21.2%
	1996	5	29	34	14.7%
	1997	8	48	56	14.3%
	1998	17	42	59	28.8%
	1999	21	72	93	22.6%
	2000	28	113	141	19.9%
	2001	33	124	157	21.0%
	2002	21	76	97	21.6%
	2003	26	147	173	15.0%
	2004	10	82	92	10.9%
	2005	25	207	232	10.8%
	2006	7	88	95	7.4%
	2007	6	221	227	2.6%
	2008	3	76	79	3.8%
	2009	4	176	180	2.2%
	2010	0	12	12	0.0%
ST0003587 Total		237	1589	1826	13.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003592	1989	3	19	22	13.6%
	1990	5	29	34	14.7%
	1991	1	28	29	3.4%
	1992	9	35	44	20.5%
	1993	6	53	59	10.2%
	1994	15	88	103	14.6%
	1995	23	145	168	13.7%
	1996	20	155	175	11.4%
	1997	41	236	277	14.8%
	1998	58	236	294	19.7%
	1999	62	352	414	15.0%
	2000	81	528	609	13.3%
	2001	104	552	656	15.9%
	2002	67	321	388	17.3%
	2003	73	735	808	9.0%
	2004	44	359	403	10.9%
	2005	64	817	881	7.3%
	2006	35	312	347	10.1%
	2007	37	705	742	5.0%
	2008	6	237	243	2.5%
	2009	12	526	538	2.2%
	2010	2	53	55	3.6%
ST0003592 Total		768	6521	7289	10.5%
ST0003662	1989	7	15	22	31.8%
	1990	5	25	30	16.7%
	1991	5	29	34	14.7%
	1992	5	37	42	11.9%
	1993	7	46	53	13.2%
	1994	12	59	71	16.9%
	1995	23	113	136	16.9%
	1996	18	104	122	14.8%
	1997	26	145	171	15.2%
	1998	35	166	201	17.4%
	1999	30	233	263	11.4%
	2000	39	334	373	10.5%
	2001	70	313	383	18.3%
	2002	45	216	261	17.2%
	2003	44	412	456	9.6%
	2004	41	287	328	12.5%
	2005	50	497	547	9.1%
	2006	23	258	281	8.2%
	2007	35	440	475	7.4%
	2008	24	239	263	9.1%
	2009	27	408	435	6.2%
	2010	49	564	613	8.0%
ST0003662 Total		620	4940	5560	11.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003732	1989	0	2	2	0.0%
	1990	0	3	3	0.0%
	1992	0	1	1	0.0%
	1993	1	2	3	33.3%
	1994	0	3	3	0.0%
	1995	0	9	9	0.0%
	1996	2	9	11	18.2%
	1997	2	17	19	10.5%
	1998	2	11	13	15.4%
	1999	4	17	21	19.0%
	2000	3	29	32	9.4%
	2001	3	37	40	7.5%
	2002	3	13	16	18.8%
	2003	7	37	44	15.9%
	2004	1	13	14	7.1%
	2005	0	48	48	0.0%
	2006	2	13	15	13.3%
	2007	1	47	48	2.1%
	2008	1	15	16	6.3%
	2009	0	37	37	0.0%
	2010	0	7	7	0.0%
ST0003732 Total		32	370	402	8.0%
ST0003739	1989	0	8	8	0.0%
	1990	0	5	5	0.0%
	1991	0	12	12	0.0%
	1992	2	8	10	20.0%
	1993	1	12	13	7.7%
	1994	2	11	13	15.4%
	1995	1	17	18	5.6%
	1996	3	21	24	12.5%
	1997	4	23	27	14.8%
	1998	7	49	56	12.5%
	1999	6	47	53	11.3%
	2000	7	65	72	9.7%
	2001	20	91	111	18.0%
	2002	3	55	58	5.2%
	2003	7	92	99	7.1%
	2004	9	43	52	17.3%
	2005	10	88	98	10.2%
	2006	7	45	52	13.5%
	2007	4	109	113	3.5%
	2008	0	41	41	0.0%
	2009	4	79	83	4.8%
	2010	1	13	14	7.1%
ST0003739 Total		98	934	1032	9.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003746	1989	0	2	2	0.0%
	1990	1	6	7	14.3%
	1991	0	7	7	0.0%
	1992	0	3	3	0.0%
	1993	0	10	10	0.0%
	1994	1	13	14	7.1%
	1995	3	19	22	13.6%
	1996	6	9	15	40.0%
	1997	2	23	25	8.0%
	1998	7	28	35	20.0%
	1999	0	24	24	0.0%
	2000	5	52	57	8.8%
	2001	9	57	66	13.6%
	2002	8	28	36	22.2%
	2003	12	66	78	15.4%
	2004	5	40	45	11.1%
	2005	10	112	122	8.2%
	2006	1	37	38	2.6%
	2007	3	95	98	3.1%
	2008	3	34	37	8.1%
	2009	1	90	91	1.1%
	2010	2	10	12	16.7%
ST0003746 Total		79	765	844	9.4%
ST0003759	1989	3	2	5	60.0%
	1990	0	6	6	0.0%
	1991	1	4	5	20.0%
	1992	2	5	7	28.6%
	1993	2	9	11	18.2%
	1994	2	18	20	10.0%
	1995	1	21	22	4.5%
	1996	4	24	28	14.3%
	1997	4	45	49	8.2%
	1998	3	40	43	7.0%
	1999	1	42	43	2.3%
	2000	12	65	77	15.6%
	2001	12	82	94	12.8%
	2002	7	42	49	14.3%
	2003	9	84	93	9.7%
	2004	5	38	43	11.6%
	2005	8	104	112	7.1%
	2006	3	33	36	8.3%
	2007	1	97	98	1.0%
	2008	3	22	25	12.0%
	2009	2	66	68	2.9%
	2010	0	7	7	0.0%
ST0003759 Total		85	856	941	9.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station				
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003767	1989	4	17	21	19.0%
	1990	6	16	22	27.3%
	1991	6	34	40	15.0%
	1992	12	37	49	24.5%
	1993	9	49	58	15.5%
	1994	9	71	80	11.3%
	1995	9	111	120	7.5%
	1996	21	109	130	16.2%
	1997	36	172	208	17.3%
	1998	41	193	234	17.5%
	1999	44	293	337	13.1%
	2000	71	436	507	14.0%
	2001	69	415	484	14.3%
	2002	55	245	300	18.3%
	2003	61	678	739	8.3%
	2004	33	309	342	9.6%
	2005	57	827	884	6.4%
	2006	30	341	371	8.1%
	2007	23	883	906	2.5%
	2008	9	266	275	3.3%
	2009	5	623	628	0.8%
	2010	0	71	71	0.0%
ST0003767 Total		610	6196	6806	9.0%
ST0003876	1989	5	16	21	23.8%
	1990	6	25	31	19.4%
	1991	5	23	28	17.9%
	1992	3	27	30	10.0%
	1993	8	55	63	12.7%
	1994	11	59	70	15.7%
	1995	13	106	119	10.9%
	1996	23	90	113	20.4%
	1997	26	117	143	18.2%
	1998	36	165	201	17.9%
	1999	38	228	266	14.3%
	2000	55	338	393	14.0%
	2001	66	287	353	18.7%
	2002	40	151	191	20.9%
	2003	53	473	526	10.1%
	2004	31	201	232	13.4%
	2005	47	547	594	7.9%
	2006	30	191	221	13.6%
	2007	39	528	567	6.9%
	2008	7	173	180	3.9%
	2009	18	402	420	4.3%
	2010	2	71	73	2.7%
ST0003876 Total		562	4273	4835	11.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003939	1989	1	7	8	12.5%
	1990	0	8	8	0.0%
	1991	3	0	3	100.0%
	1992	4	10	14	28.6%
	1993	6	11	17	35.3%
	1994	5	22	27	18.5%
	1995	5	31	36	13.9%
	1996	4	29	33	12.1%
	1997	11	45	56	19.6%
	1998	15	62	77	19.5%
	1999	26	53	79	32.9%
	2000	26	91	117	22.2%
	2001	29	79	108	26.9%
	2002	17	60	77	22.1%
	2003	21	121	142	14.8%
	2004	13	61	74	17.6%
	2005	10	112	122	8.2%
	2006	4	38	42	9.5%
	2007	5	110	115	4.3%
	2008	4	31	35	11.4%
	2009	2	71	73	2.7%
	2010	0	5	5	0.0%
ST0003939 Total		211	1057	1268	16.6%
ST0003943	1989	6	27	33	18.2%
	1990	3	34	37	8.1%
	1991	7	28	35	20.0%
	1992	5	40	45	11.1%
	1993	17	68	85	20.0%
	1994	8	68	76	10.5%
	1995	11	140	151	7.3%
	1996	23	109	132	17.4%
	1997	25	207	232	10.8%
	1998	37	194	231	16.0%
	1999	42	302	344	12.2%
	2000	65	418	483	13.5%
	2001	71	388	459	15.5%
	2002	33	235	268	12.3%
	2003	56	472	528	10.6%
	2004	37	242	279	13.3%
	2005	35	533	568	6.2%
	2006	9	186	195	4.6%
	2007	21	450	471	4.5%
	2008	11	123	134	8.2%
	2009	10	299	309	3.2%
	2010	6	50	56	10.7%
ST0003943 Total		538	4613	5151	10.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003976	1989	3	10	13	23.1%
	1990	5	14	19	26.3%
	1991	4	23	27	14.8%
	1992	1	16	17	5.9%
	1993	2	21	23	8.7%
	1994	11	54	65	16.9%
	1995	12	79	91	13.2%
	1996	5	78	83	6.0%
	1997	22	111	133	16.5%
	1998	21	118	139	15.1%
	1999	30	173	203	14.8%
	2000	51	306	357	14.3%
	2001	41	236	277	14.8%
	2002	23	153	176	13.1%
	2003	57	397	454	12.6%
	2004	26	209	235	11.1%
	2005	43	523	566	7.6%
	2006	17	207	224	7.6%
	2007	25	521	546	4.6%
	2008	9	168	177	5.1%
	2009	14	373	387	3.6%
	2010	3	57	60	5.0%
ST0003976 Total		425	3847	4272	9.9%
ST0003988	1989	0	6	6	0.0%
	1990	4	9	13	30.8%
	1991	2	5	7	28.6%
	1992	3	13	16	18.8%
	1993	5	23	28	17.9%
	1994	4	24	28	14.3%
	1995	6	27	33	18.2%
	1996	2	43	45	4.4%
	1997	6	70	76	7.9%
	1998	16	70	86	18.6%
	1999	15	126	141	10.6%
	2000	19	206	225	8.4%
	2001	27	187	214	12.6%
	2002	13	96	109	11.9%
	2003	33	280	313	10.5%
	2004	14	124	138	10.1%
	2005	21	344	365	5.8%
	2006	12	126	138	8.7%
	2007	20	358	378	5.3%
	2008	5	161	166	3.0%
	2009	23	368	391	5.9%
	2010	34	188	222	15.3%
ST0003988 Total		284	2854	3138	9.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station				
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0003997	1989	7	29	36	19.4%
	1990	7	20	27	25.9%
	1991	6	27	33	18.2%
	1992	9	50	59	15.3%
	1993	7	68	75	9.3%
	1994	8	85	93	8.6%
	1995	12	152	164	7.3%
	1996	13	124	137	9.5%
	1997	28	196	224	12.5%
	1998	25	215	240	10.4%
	1999	28	308	336	8.3%
	2000	49	448	497	9.9%
	2001	65	466	531	12.2%
	2002	39	247	286	13.6%
	2003	57	672	729	7.8%
	2004	24	293	317	7.6%
	2005	42	789	831	5.1%
	2006	24	256	280	8.6%
	2007	24	871	895	2.7%
	2008	10	254	264	3.8%
	2009	15	605	620	2.4%
	2010	2	104	106	1.9%
ST0003997 Total		501	6279	6780	7.4%
ST0004004	1989	1	21	22	4.5%
	1990	7	27	34	20.6%
	1991	7	33	40	17.5%
	1992	8	37	45	17.8%
	1993	5	56	61	8.2%
	1994	9	68	77	11.7%
	1995	15	109	124	12.1%
	1996	20	129	149	13.4%
	1997	30	180	210	14.3%
	1998	44	210	254	17.3%
	1999	52	294	346	15.0%
	2000	57	438	495	11.5%
	2001	72	448	520	13.8%
	2002	53	280	333	15.9%
	2003	61	665	726	8.4%
	2004	33	330	363	9.1%
	2005	53	829	882	6.0%
	2006	17	299	316	5.4%
	2007	29	830	859	3.4%
	2008	9	284	293	3.1%
	2009	11	629	640	1.7%
	2010	3	84	87	3.4%
ST0004004 Total		596	6280	6876	8.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004016	1989	5	12	17	29.4%
	1990	3	12	15	20.0%
	1991	3	20	23	13.0%
	1992	2	23	25	8.0%
	1993	1	35	36	2.8%
	1994	8	36	44	18.2%
	1995	10	76	86	11.6%
	1996	12	85	97	12.4%
	1997	15	135	150	10.0%
	1998	26	164	190	13.7%
	1999	30	253	283	10.6%
	2000	41	377	418	9.8%
	2001	55	397	452	12.2%
	2002	46	259	305	15.1%
	2003	54	643	697	7.7%
	2004	25	330	355	7.0%
	2005	47	872	919	5.1%
	2006	23	309	332	6.9%
	2007	25	972	997	2.5%
	2008	11	280	291	3.8%
	2009	21	707	728	2.9%
	2010	5	119	124	4.0%
ST0004016 Total		468	6116	6584	7.1%
ST0004034	1989	8	12	20	40.0%
	1990	8	19	27	29.6%
	1991	9	32	41	22.0%
	1992	5	37	42	11.9%
	1993	9	61	70	12.9%
	1994	20	90	110	18.2%
	1995	22	132	154	14.3%
	1996	32	146	178	18.0%
	1997	50	203	253	19.8%
	1998	75	231	306	24.5%
	1999	83	337	420	19.8%
	2000	113	527	640	17.7%
	2001	127	518	645	19.7%
	2002	103	324	427	24.1%
	2003	112	655	767	14.6%
	2004	70	367	437	16.0%
	2005	72	638	710	10.1%
	2006	29	299	328	8.8%
	2007	26	633	659	3.9%
	2008	20	261	281	7.1%
	2009	8	454	462	1.7%
	2010	12	187	199	6.0%
ST0004034 Total		1013	6163	7176	14.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004065	1989	1	5	6	16.7%
	1990	3	8	11	27.3%
	1991	0	7	7	0.0%
	1992	2	13	15	13.3%
	1993	0	18	18	0.0%
	1994	3	19	22	13.6%
	1995	8	36	44	18.2%
	1996	6	42	48	12.5%
	1997	11	51	62	17.7%
	1998	7	68	75	9.3%
	1999	7	109	116	6.0%
	2000	20	172	192	10.4%
	2001	37	183	220	16.8%
	2002	24	136	160	15.0%
	2003	22	314	336	6.5%
	2004	21	178	199	10.6%
	2005	27	377	404	6.7%
	2006	11	198	209	5.3%
	2007	22	563	585	3.8%
	2008	7	216	223	3.1%
	2009	10	417	427	2.3%
	2010	10	115	125	8.0%
ST0004065 Total		259	3245	3504	7.4%
ST0004105	1989	4	11	15	26.7%
	1990	10	16	26	38.5%
	1991	5	23	28	17.9%
	1992	8	32	40	20.0%
	1993	10	46	56	17.9%
	1994	13	62	75	17.3%
	1995	25	132	157	15.9%
	1996	48	108	156	30.8%
	1997	53	173	226	23.5%
	1998	67	183	250	26.8%
	1999	94	265	359	26.2%
	2000	104	330	434	24.0%
	2001	113	312	425	26.6%
	2002	85	302	387	22.0%
	2003	90	405	495	18.2%
	2004	46	294	340	13.5%
	2005	49	361	410	12.0%
	2006	31	214	245	12.7%
	2007	20	307	327	6.1%
	2008	12	143	155	7.7%
	2009	5	132	137	3.6%
	2010	10	86	96	10.4%
ST0004105 Total		902	3937	4839	18.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004107	1989	13	33	46	28.3%
	1990	8	45	53	15.1%
	1991	12	50	62	19.4%
	1992	17	61	78	21.8%
	1993	19	91	110	17.3%
	1994	31	147	178	17.4%
	1995	43	242	285	15.1%
	1996	53	225	278	19.1%
	1997	79	343	422	18.7%
	1998	97	376	473	20.5%
	1999	110	516	626	17.6%
	2000	160	785	945	16.9%
	2001	179	817	996	18.0%
	2002	136	574	710	19.2%
	2003	164	1081	1245	13.2%
	2004	95	615	710	13.4%
	2005	126	1249	1375	9.2%
	2006	59	674	733	8.0%
	2007	75	1318	1393	5.4%
	2008	46	682	728	6.3%
	2009	62	977	1039	6.0%
	2010	73	612	685	10.7%
ST0004107 Total		1657	11513	13170	12.6%
ST0004111	1989	4	15	19	21.1%
	1990	5	15	20	25.0%
	1991	3	20	23	13.0%
	1992	9	30	39	23.1%
	1993	7	29	36	19.4%
	1994	10	61	71	14.1%
	1995	13	82	95	13.7%
	1996	18	88	106	17.0%
	1997	33	129	162	20.4%
	1998	33	164	197	16.8%
	1999	55	229	284	19.4%
	2000	78	373	451	17.3%
	2001	99	403	502	19.7%
	2002	71	329	400	17.8%
	2003	70	667	737	9.5%
	2004	54	458	512	10.5%
	2005	64	882	946	6.8%
	2006	44	532	576	7.6%
	2007	44	1028	1072	4.1%
	2008	21	505	526	4.0%
	2009	17	814	831	2.0%
	2010	9	251	260	3.5%
ST0004111 Total		761	7104	7865	9.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004170	1989	0	9	9	0.0%
	1990	3	13	16	18.8%
	1991	0	15	15	0.0%
	1992	2	26	28	7.1%
	1993	4	22	26	15.4%
	1994	7	27	34	20.6%
	1995	6	62	68	8.8%
	1996	12	51	63	19.0%
	1997	24	91	115	20.9%
	1998	12	105	117	10.3%
	1999	28	146	174	16.1%
	2000	43	246	289	14.9%
	2001	46	229	275	16.7%
	2002	27	159	186	14.5%
	2003	36	347	383	9.4%
	2004	22	166	188	11.7%
	2005	32	439	471	6.8%
	2006	15	177	192	7.8%
	2007	21	461	482	4.4%
	2008	4	155	159	2.5%
	2009	10	376	386	2.6%
	2010	0	39	39	0.0%
ST0004170 Total		354	3361	3715	9.5%
ST0004191	1989	4	13	17	23.5%
	1990	5	21	26	19.2%
	1991	0	19	19	0.0%
	1992	1	26	27	3.7%
	1993	7	42	49	14.3%
	1994	5	44	49	10.2%
	1995	3	63	66	4.5%
	1996	8	62	70	11.4%
	1997	8	97	105	7.6%
	1998	8	94	102	7.8%
	1999	13	154	167	7.8%
	2000	21	288	309	6.8%
	2001	26	305	331	7.9%
	2002	19	169	188	10.1%
	2003	26	468	494	5.3%
	2004	28	244	272	10.3%
	2005	26	559	585	4.4%
	2006	22	257	279	7.9%
	2007	18	711	729	2.5%
	2008	10	293	303	3.3%
	2009	20	586	606	3.3%
	2010	7	115	122	5.7%
ST0004191 Total		285	4630	4915	5.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004230	1989	1	16	17	5.9%
	1990	4	7	11	36.4%
	1991	6	19	25	24.0%
	1992	2	22	24	8.3%
	1993	8	32	40	20.0%
	1994	6	48	54	11.1%
	1995	11	70	81	13.6%
	1996	12	92	104	11.5%
	1997	33	125	158	20.9%
	1998	26	171	197	13.2%
	1999	34	246	280	12.1%
	2000	48	354	402	11.9%
	2001	46	308	354	13.0%
	2002	38	247	285	13.3%
	2003	53	530	583	9.1%
	2004	40	344	384	10.4%
	2005	54	682	736	7.3%
	2006	24	358	382	6.3%
	2007	43	861	904	4.8%
	2008	20	459	479	4.2%
	2009	21	721	742	2.8%
	2010	47	418	465	10.1%
ST0004230 Total		577	6130	6707	8.6%
ST0004243	1989	0	6	6	0.0%
	1990	2	10	12	16.7%
	1991	1	7	8	12.5%
	1992	1	13	14	7.1%
	1993	2	8	10	20.0%
	1994	2	21	23	8.7%
	1995	3	27	30	10.0%
	1996	4	27	31	12.9%
	1997	8	61	69	11.6%
	1998	8	79	87	9.2%
	1999	17	97	114	14.9%
	2000	13	154	167	7.8%
	2001	26	175	201	12.9%
	2002	21	123	144	14.6%
	2003	21	284	305	6.9%
	2004	11	161	172	6.4%
	2005	22	437	459	4.8%
	2006	15	205	220	6.8%
	2007	13	576	589	2.2%
	2008	12	243	255	4.7%
	2009	5	415	420	1.2%
	2010	1	49	50	2.0%
ST0004243 Total		208	3178	3386	6.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004257	1989	15	43	58	25.9%
	1990	11	41	52	21.2%
	1991	23	52	75	30.7%
	1992	13	93	106	12.3%
	1993	27	103	130	20.8%
	1994	26	132	158	16.5%
	1995	38	213	251	15.1%
	1996	47	190	237	19.8%
	1997	74	289	363	20.4%
	1998	82	275	357	23.0%
	1999	98	414	512	19.1%
	2000	119	588	707	16.8%
	2001	132	569	701	18.8%
	2002	114	375	489	23.3%
	2003	120	790	910	13.2%
	2004	66	441	507	13.0%
	2005	76	880	956	7.9%
	2006	35	417	452	7.7%
	2007	49	973	1022	4.8%
	2008	26	406	432	6.0%
	2009	28	701	729	3.8%
	2010	11	167	178	6.2%
ST0004257 Total		1230	8152	9382	13.1%
ST0004262	1989	5	19	24	20.8%
	1990	9	17	26	34.6%
	1991	9	27	36	25.0%
	1992	8	52	60	13.3%
	1993	10	70	80	12.5%
	1994	12	90	102	11.8%
	1995	23	128	151	15.2%
	1996	45	116	161	28.0%
	1997	49	154	203	24.1%
	1998	57	188	245	23.3%
	1999	71	273	344	20.6%
	2000	92	412	504	18.3%
	2001	94	374	468	20.1%
	2002	69	230	299	23.1%
	2003	61	512	573	10.6%
	2004	41	272	313	13.1%
	2005	47	505	552	8.5%
	2006	23	221	244	9.4%
	2007	19	530	549	3.5%
	2008	15	211	226	6.6%
	2009	9	368	377	2.4%
	2010	5	99	104	4.8%
ST0004262 Total		773	4868	5641	13.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004298	1989	7	16	23	30.4%
	1990	12	33	45	26.7%
	1991	11	41	52	21.2%
	1992	12	50	62	19.4%
	1993	8	71	79	10.1%
	1994	11	109	120	9.2%
	1995	21	147	168	12.5%
	1996	25	133	158	15.8%
	1997	37	185	222	16.7%
	1998	52	236	288	18.1%
	1999	55	318	373	14.7%
	2000	82	493	575	14.3%
	2001	81	527	608	13.3%
	2002	69	330	399	17.3%
	2003	80	770	850	9.4%
	2004	34	449	483	7.0%
	2005	53	974	1027	5.2%
	2006	34	433	467	7.3%
	2007	46	1087	1133	4.1%
	2008	14	475	489	2.9%
	2009	19	893	912	2.1%
	2010	0	123	123	0.0%
ST0004298 Total		763	7893	8656	8.8%
ST0004375	1989	2	3	5	40.0%
	1990	1	6	7	14.3%
	1991	0	5	5	0.0%
	1992	1	8	9	11.1%
	1993	4	9	13	30.8%
	1994	4	16	20	20.0%
	1995	4	33	37	10.8%
	1996	2	38	40	5.0%
	1997	10	63	73	13.7%
	1998	9	92	101	8.9%
	1999	11	134	145	7.6%
	2000	22	201	223	9.9%
	2001	31	243	274	11.3%
	2002	11	141	152	7.2%
	2003	32	365	397	8.1%
	2004	13	213	226	5.8%
	2005	24	497	521	4.6%
	2006	10	245	255	3.9%
	2007	21	603	624	3.4%
	2008	8	293	301	2.7%
	2009	18	524	542	3.3%
	2010	3	84	87	3.4%
ST0004375 Total		241	3816	4057	5.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004377	1989	3	6	9	33.3%
	1990	2	10	12	16.7%
	1991	0	11	11	0.0%
	1992	1	12	13	7.7%
	1993	3	21	24	12.5%
	1994	5	33	38	13.2%
	1995	1	66	67	1.5%
	1996	8	36	44	18.2%
	1997	8	66	74	10.8%
	1998	12	85	97	12.4%
	1999	13	116	129	10.1%
	2000	27	201	228	11.8%
	2001	29	177	206	14.1%
	2002	17	109	126	13.5%
	2003	23	295	318	7.2%
	2004	13	143	156	8.3%
	2005	26	385	411	6.3%
	2006	7	133	140	5.0%
	2007	18	452	470	3.8%
	2008	14	187	201	7.0%
	2009	13	337	350	3.7%
	2010	5	129	134	3.7%
ST0004377 Total		248	3010	3258	7.6%
ST0004390	1989	6	16	22	27.3%
	1990	3	20	23	13.0%
	1991	1	23	24	4.2%
	1992	3	22	25	12.0%
	1993	2	35	37	5.4%
	1994	8	44	52	15.4%
	1995	10	79	89	11.2%
	1996	5	59	64	7.8%
	1997	12	104	116	10.3%
	1998	22	129	151	14.6%
	1999	30	173	203	14.8%
	2000	35	311	346	10.1%
	2001	57	275	332	17.2%
	2002	26	150	176	14.8%
	2003	29	440	469	6.2%
	2004	21	250	271	7.7%
	2005	34	591	625	5.4%
	2006	14	242	256	5.5%
	2007	24	778	802	3.0%
	2008	15	277	292	5.1%
	2009	18	557	575	3.1%
	2010	18	165	183	9.8%
ST0004390 Total		393	4740	5133	7.7%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004405	1989	1	8	9	11.1%
	1990	0	8	8	0.0%
	1991	2	13	15	13.3%
	1992	1	10	11	9.1%
	1993	0	21	21	0.0%
	1994	2	21	23	8.7%
	1995	2	35	37	5.4%
	1996	4	24	28	14.3%
	1997	8	58	66	12.1%
	1998	15	63	78	19.2%
	1999	11	86	97	11.3%
	2000	16	148	164	9.8%
	2001	29	155	184	15.8%
	2002	7	98	105	6.7%
	2003	24	208	232	10.3%
	2004	11	159	170	6.5%
	2005	11	331	342	3.2%
	2006	9	146	155	5.8%
	2007	8	407	415	1.9%
	2008	7	160	167	4.2%
	2009	5	361	366	1.4%
	2010	2	34	36	5.6%
ST0004405 Total		175	2554	2729	6.4%
ST0004480	1989	5	13	18	27.8%
	1990	4	13	17	23.5%
	1991	7	15	22	31.8%
	1992	7	25	32	21.9%
	1993	12	37	49	24.5%
	1994	17	73	90	18.9%
	1995	17	96	113	15.0%
	1996	29	108	137	21.2%
	1997	50	160	210	23.8%
	1998	51	193	244	20.9%
	1999	83	244	327	25.4%
	2000	96	369	465	20.6%
	2001	110	357	467	23.6%
	2002	76	300	376	20.2%
	2003	59	502	561	10.5%
	2004	59	353	412	14.3%
	2005	71	648	719	9.9%
	2006	31	343	374	8.3%
	2007	29	679	708	4.1%
	2008	15	350	365	4.1%
	2009	8	506	514	1.6%
	2010	6	172	178	3.4%
ST0004480 Total		842	5556	6398	13.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004541	1989	1	18	19	5.3%
	1990	2	24	26	7.7%
	1991	3	28	31	9.7%
	1992	3	36	39	7.7%
	1993	2	44	46	4.3%
	1994	9	63	72	12.5%
	1995	5	105	110	4.5%
	1996	11	80	91	12.1%
	1997	15	132	147	10.2%
	1998	24	147	171	14.0%
	1999	22	243	265	8.3%
	2000	41	342	383	10.7%
	2001	48	386	434	11.1%
	2002	28	221	249	11.2%
	2003	42	514	556	7.6%
	2004	27	226	253	10.7%
	2005	31	590	621	5.0%
	2006	18	212	230	7.8%
	2007	18	656	674	2.7%
	2008	3	236	239	1.3%
	2009	7	524	531	1.3%
	2010	1	76	77	1.3%
ST0004541 Total		361	4903	5264	6.9%
ST0004592	1989	7	25	32	21.9%
	1990	9	38	47	19.1%
	1991	7	32	39	17.9%
	1992	9	46	55	16.4%
	1993	10	82	92	10.9%
	1994	11	90	101	10.9%
	1995	24	126	150	16.0%
	1996	20	154	174	11.5%
	1997	27	212	239	11.3%
	1998	37	236	273	13.6%
	1999	38	343	381	10.0%
	2000	57	444	501	11.4%
	2001	64	425	489	13.1%
	2002	38	238	276	13.8%
	2003	52	652	704	7.4%
	2004	32	286	318	10.1%
	2005	34	678	712	4.8%
	2006	17	279	296	5.7%
	2007	34	714	748	4.5%
	2008	13	258	271	4.8%
	2009	12	497	509	2.4%
	2010	14	560	574	2.4%
ST0004592 Total		566	6415	6981	8.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004615	1989	3	4	7	42.9%
	1990	1	5	6	16.7%
	1991	1	11	12	8.3%
	1992	2	6	8	25.0%
	1993	2	11	13	15.4%
	1994	1	19	20	5.0%
	1995	5	42	47	10.6%
	1996	6	30	36	16.7%
	1997	12	58	70	17.1%
	1998	11	77	88	12.5%
	1999	12	101	113	10.6%
	2000	18	152	170	10.6%
	2001	16	153	169	9.5%
	2002	16	88	104	15.4%
	2003	32	259	291	11.0%
	2004	11	86	97	11.3%
	2005	25	335	360	6.9%
	2006	5	117	122	4.1%
	2007	10	390	400	2.5%
	2008	1	134	135	0.7%
	2009	6	320	326	1.8%
	2010	0	14	14	0.0%
ST0004615 Total		196	2412	2608	7.5%
ST0004628	1989	0	6	6	0.0%
	1990	1	15	16	6.3%
	1991	3	13	16	18.8%
	1992	11	28	39	28.2%
	1993	4	35	39	10.3%
	1994	6	48	54	11.1%
	1995	5	68	73	6.8%
	1996	19	79	98	19.4%
	1997	26	127	153	17.0%
	1998	15	163	178	8.4%
	1999	22	226	248	8.9%
	2000	58	346	404	14.4%
	2001	47	346	393	12.0%
	2002	23	202	225	10.2%
	2003	36	517	553	6.5%
	2004	26	231	257	10.1%
	2005	35	589	624	5.6%
	2006	20	248	268	7.5%
	2007	22	702	724	3.0%
	2008	13	243	256	5.1%
	2009	7	558	565	1.2%
	2010	3	134	137	2.2%
ST0004628 Total		402	4924	5326	7.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004696	1989	3	19	22	13.6%
	1990	6	24	30	20.0%
	1991	5	24	29	17.2%
	1992	8	38	46	17.4%
	1993	7	48	55	12.7%
	1994	9	72	81	11.1%
	1995	13	88	101	12.9%
	1996	19	87	106	17.9%
	1997	31	139	170	18.2%
	1998	33	130	163	20.2%
	1999	37	220	257	14.4%
	2000	52	360	412	12.6%
	2001	54	362	416	13.0%
	2002	35	226	261	13.4%
	2003	65	522	587	11.1%
	2004	31	296	327	9.5%
	2005	39	625	664	5.9%
	2006	19	277	296	6.4%
	2007	29	776	805	3.6%
	2008	8	288	296	2.7%
	2009	13	580	593	2.2%
	2010	2	89	91	2.2%
ST0004696 Total		518	5290	5808	8.9%
ST0004710	1989	4	11	15	26.7%
	1990	2	13	15	13.3%
	1991	3	15	18	16.7%
	1992	0	12	12	0.0%
	1993	6	27	33	18.2%
	1994	8	32	40	20.0%
	1995	11	64	75	14.7%
	1996	3	54	57	5.3%
	1997	6	70	76	7.9%
	1998	10	81	91	11.0%
	1999	13	109	122	10.7%
	2000	11	158	169	6.5%
	2001	16	146	162	9.9%
	2002	5	68	73	6.8%
	2003	6	162	168	3.6%
	2004	5	82	87	5.7%
	2005	6	156	162	3.7%
	2006	2	57	59	3.4%
	2007	2	152	154	1.3%
	2008	0	26	26	0.0%
	2009	0	104	104	0.0%
	2010	0	14	14	0.0%
ST0004710 Total		119	1613	1732	6.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004713	1989	8	27	35	22.9%
	1990	9	19	28	32.1%
	1991	3	23	26	11.5%
	1992	11	32	43	25.6%
	1993	11	55	66	16.7%
	1994	10	60	70	14.3%
	1995	17	86	103	16.5%
	1996	28	81	109	25.7%
	1997	28	109	137	20.4%
	1998	44	160	204	21.6%
	1999	53	201	254	20.9%
	2000	55	274	329	16.7%
	2001	67	259	326	20.6%
	2002	37	158	195	19.0%
	2003	54	330	384	14.1%
	2004	36	172	208	17.3%
	2005	41	362	403	10.2%
	2006	27	151	178	15.2%
	2007	25	330	355	7.0%
	2008	13	143	156	8.3%
	2009	7	177	184	3.8%
	2010	1	50	51	2.0%
ST0004713 Total		585	3259	3844	15.2%
ST0004722	1989	8	40	48	16.7%
	1990	11	62	73	15.1%
	1991	8	59	67	11.9%
	1992	8	85	93	8.6%
	1993	14	107	121	11.6%
	1994	24	136	160	15.0%
	1995	19	213	232	8.2%
	1996	29	195	224	12.9%
	1997	59	306	365	16.2%
	1998	51	370	421	12.1%
	1999	75	539	614	12.2%
	2000	119	757	876	13.6%
	2001	115	815	930	12.4%
	2002	90	538	628	14.3%
	2003	122	1221	1343	9.1%
	2004	79	697	776	10.2%
	2005	95	1512	1607	5.9%
	2006	58	728	786	7.4%
	2007	76	1890	1966	3.9%
	2008	42	776	818	5.1%
	2009	28	1373	1401	2.0%
	2010	27	490	517	5.2%
ST0004722 Total		1157	12909	14066	8.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004739	1989	2	30	32	6.3%
	1990	5	21	26	19.2%
	1991	3	22	25	12.0%
	1992	4	28	32	12.5%
	1993	8	38	46	17.4%
	1994	5	63	68	7.4%
	1995	9	73	82	11.0%
	1996	19	101	120	15.8%
	1997	22	166	188	11.7%
	1998	21	187	208	10.1%
	1999	34	281	315	10.8%
	2000	51	428	479	10.6%
	2001	60	413	473	12.7%
	2002	31	330	361	8.6%
	2003	49	631	680	7.2%
	2004	23	397	420	5.5%
	2005	50	798	848	5.9%
	2006	31	356	387	8.0%
	2007	33	753	786	4.2%
	2008	6	279	285	2.1%
	2009	9	544	553	1.6%
	2010	10	187	197	5.1%
ST0004739 Total		485	6126	6611	7.3%
ST0004745	1989	4	19	23	17.4%
	1990	1	16	17	5.9%
	1991	3	14	17	17.6%
	1992	2	21	23	8.7%
	1993	6	41	47	12.8%
	1994	8	54	62	12.9%
	1995	8	86	94	8.5%
	1996	15	64	79	19.0%
	1997	20	106	126	15.9%
	1998	27	120	147	18.4%
	1999	26	205	231	11.3%
	2000	42	278	320	13.1%
	2001	49	305	354	13.8%
	2002	25	134	159	15.7%
	2003	32	343	375	8.5%
	2004	19	149	168	11.3%
	2005	30	352	382	7.9%
	2006	12	132	144	8.3%
	2007	27	376	403	6.7%
	2008	5	104	109	4.6%
	2009	9	257	266	3.4%
	2010	8	28	36	22.2%
ST0004745 Total		378	3204	3582	10.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004750	1989	6	12	18	33.3%
	1990	7	19	26	26.9%
	1991	4	13	17	23.5%
	1992	6	23	29	20.7%
	1993	6	40	46	13.0%
	1994	7	68	75	9.3%
	1995	15	78	93	16.1%
	1996	21	77	98	21.4%
	1997	27	112	139	19.4%
	1998	39	138	177	22.0%
	1999	43	193	236	18.2%
	2000	44	290	334	13.2%
	2001	47	297	344	13.7%
	2002	46	206	252	18.3%
	2003	47	396	443	10.6%
	2004	27	231	258	10.5%
	2005	36	504	540	6.7%
	2006	17	189	206	8.3%
	2007	22	469	491	4.5%
	2008	8	147	155	5.2%
	2009	8	344	352	2.3%
	2010	2	69	71	2.8%
ST0004750 Total		485	3915	4400	11.0%
ST0004764	1989	3	3	6	50.0%
	1990	0	6	6	0.0%
	1991	0	2	2	0.0%
	1992	0	3	3	0.0%
	1993	0	14	14	0.0%
	1994	0	16	16	0.0%
	1995	2	25	27	7.4%
	1996	2	34	36	5.6%
	1997	6	36	42	14.3%
	1998	7	45	52	13.5%
	1999	8	69	77	10.4%
	2000	8	118	126	6.3%
	2001	16	121	137	11.7%
	2002	8	59	67	11.9%
	2003	15	203	218	6.9%
	2004	6	80	86	7.0%
	2005	4	310	314	1.3%
	2006	9	98	107	8.4%
	2007	10	326	336	3.0%
	2008	5	118	123	4.1%
	2009	14	318	332	4.2%
	2010	8	114	122	6.6%
ST0004764 Total		131	2118	2249	5.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004765	1989	0	3	3	0.0%
	1990	3	5	8	37.5%
	1991	2	12	14	14.3%
	1992	3	9	12	25.0%
	1993	2	17	19	10.5%
	1994	7	19	26	26.9%
	1995	5	39	44	11.4%
	1996	10	66	76	13.2%
	1997	22	106	128	17.2%
	1998	22	88	110	20.0%
	1999	17	157	174	9.8%
	2000	43	207	250	17.2%
	2001	46	201	247	18.6%
	2002	30	122	152	19.7%
	2003	25	251	276	9.1%
	2004	21	153	174	12.1%
	2005	26	318	344	7.6%
	2006	11	151	162	6.8%
	2007	14	323	337	4.2%
	2008	10	111	121	8.3%
	2009	7	257	264	2.7%
	2010	1	45	46	2.2%
ST0004765 Total		327	2660	2987	10.9%
ST0004769	1989	4	21	25	16.0%
	1990	2	16	18	11.1%
	1991	1	28	29	3.4%
	1992	1	30	31	3.2%
	1993	4	27	31	12.9%
	1994	8	42	50	16.0%
	1995	13	63	76	17.1%
	1996	13	50	63	20.6%
	1997	9	87	96	9.4%
	1998	14	89	103	13.6%
	1999	19	136	155	12.3%
	2000	19	193	212	9.0%
	2001	20	217	237	8.4%
	2002	24	114	138	17.4%
	2003	29	288	317	9.1%
	2004	13	135	148	8.8%
	2005	20	344	364	5.5%
	2006	6	124	130	4.6%
	2007	10	376	386	2.6%
	2008	4	106	110	3.6%
	2009	5	278	283	1.8%
	2010	2	48	50	4.0%
ST0004769 Total		240	2812	3052	7.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004788	1989	9	15	24	37.5%
	1990	11	22	33	33.3%
	1991	8	31	39	20.5%
	1992	12	51	63	19.0%
	1993	8	86	94	8.5%
	1994	12	130	142	8.5%
	1995	34	136	170	20.0%
	1996	48	119	167	28.7%
	1997	70	194	264	26.5%
	1998	98	213	311	31.5%
	1999	96	271	367	26.2%
	2000	121	382	503	24.1%
	2001	135	366	501	26.9%
	2002	106	314	420	25.2%
	2003	101	482	583	17.3%
	2004	57	313	370	15.4%
	2005	57	446	503	11.3%
	2006	41	248	289	14.2%
	2007	15	424	439	3.4%
	2008	12	194	206	5.8%
	2009	11	271	282	3.9%
	2010	6	73	79	7.6%
ST0004788 Total		1068	4781	5849	18.3%
ST0004817	1989	2	8	10	20.0%
	1990	3	14	17	17.6%
	1991	2	11	13	15.4%
	1992	1	19	20	5.0%
	1993	4	27	31	12.9%
	1994	4	36	40	10.0%
	1995	10	41	51	19.6%
	1996	12	48	60	20.0%
	1997	15	61	76	19.7%
	1998	16	85	101	15.8%
	1999	20	125	145	13.8%
	2000	41	209	250	16.4%
	2001	35	192	227	15.4%
	2002	24	111	135	17.8%
	2003	31	256	287	10.8%
	2004	14	120	134	10.4%
	2005	14	303	317	4.4%
	2006	5	111	116	4.3%
	2007	8	302	310	2.6%
	2008	2	94	96	2.1%
	2009	4	244	248	1.6%
	2010	0	13	13	0.0%
ST0004817 Total		267	2430	2697	9.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004828	1989	8	29	37	21.6%
	1990	6	18	24	25.0%
	1991	8	26	34	23.5%
	1992	14	51	65	21.5%
	1993	20	71	91	22.0%
	1994	28	103	131	21.4%
	1995	30	162	192	15.6%
	1996	38	110	148	25.7%
	1997	64	197	261	24.5%
	1998	69	238	307	22.5%
	1999	101	338	439	23.0%
	2000	118	491	609	19.4%
	2001	140	417	557	25.1%
	2002	121	285	406	29.8%
	2003	100	554	654	15.3%
	2004	64	307	371	17.3%
	2005	68	623	691	9.8%
	2006	26	304	330	7.9%
	2007	32	527	559	5.7%
	2008	10	209	219	4.6%
	2009	11	418	429	2.6%
	2010	1	37	38	2.6%
ST0004828 Total		1077	5515	6592	16.3%
ST0004837	1989	4	9	13	30.8%
	1990	7	11	18	38.9%
	1991	4	17	21	19.0%
	1992	3	19	22	13.6%
	1993	3	33	36	8.3%
	1994	7	45	52	13.5%
	1995	5	78	83	6.0%
	1996	11	62	73	15.1%
	1997	32	126	158	20.3%
	1998	32	104	136	23.5%
	1999	24	144	168	14.3%
	2000	32	216	248	12.9%
	2001	40	218	258	15.5%
	2002	31	105	136	22.8%
	2003	30	283	313	9.6%
	2004	18	157	175	10.3%
	2005	25	284	309	8.1%
	2006	9	113	122	7.4%
	2007	14	275	289	4.8%
	2008	3	102	105	2.9%
	2009	4	172	176	2.3%
	2010	2	22	24	8.3%
ST0004837 Total		340	2595	2935	11.6%

**Table (a) (3 & 4). # of Test by Station, % Fail by Station**
Station ID	**Model Year**	**Fail**	**Pass**	**Total**	**% Fail**
ST0004839	1989	2	16	18	11.1%
	1990	3	20	23	13.0%
	1991	4	33	37	10.8%
	1992	7	30	37	18.9%
	1993	15	56	71	21.1%
	1994	14	79	93	15.1%
	1995	20	129	149	13.4%
	1996	16	89	105	15.2%
	1997	29	123	152	19.1%
	1998	33	147	180	18.3%
	1999	51	265	316	16.1%
	2000	45	327	372	12.1%
	2001	67	365	432	15.5%
	2002	44	276	320	13.8%
	2003	60	536	596	10.1%
	2004	31	318	349	8.9%
	2005	41	662	703	5.8%
	2006	24	356	380	6.3%
	2007	24	692	716	3.4%
	2008	17	370	387	4.4%
	2009	13	646	659	2.0%
	2010	21	273	294	7.1%
ST0004839 Total		581	5808	6389	9.1%
ST0004843	1989	4	16	20	20.0%
	1990	6	9	15	40.0%
	1991	3	14	17	17.6%
	1992	4	24	28	14.3%
	1993	7	39	46	15.2%
	1994	16	54	70	22.9%
	1995	9	81	90	10.0%
	1996	15	88	103	14.6%
	1997	30	135	165	18.2%
	1998	27	146	173	15.6%
	1999	37	216	253	14.6%
	2000	47	303	350	13.4%
	2001	62	330	392	15.8%
	2002	34	161	195	17.4%
	2003	42	535	577	7.3%
	2004	17	250	267	6.4%
	2005	57	723	780	7.3%
	2006	11	223	234	4.7%
	2007	19	749	768	2.5%
	2008	8	191	199	4.0%
	2009	6	543	549	1.1%
	2010	4	129	133	3.0%
ST0004843 Total		465	4959	5424	8.6%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
	1989	0	19	19	0.0%
	1990	4	16	20	20.0%
	1991	4	26	30	13.3%
	1992	6	29	35	17.1%
	1993	9	39	48	18.8%
	1994	10	58	68	14.7%
	1995	11	85	96	11.5%
	1996	17	86	103	16.5%
	1997	18	117	135	13.3%
	1998	24	113	137	17.5%
	1999	38	190	228	16.7%
ST0004847	2000	36	327	363	9.9%
	2001	67	358	425	15.8%
	2002	29	159	188	15.4%
	2003	40	470	510	7.8%
	2004	31	194	225	13.8%
	2005	27	599	626	4.3%
	2006	14	185	199	7.0%
	2007	28	550	578	4.8%
	2008	2	137	139	1.4%
	2009	8	390	398	2.0%
	2010	0	51	51	0.0%
ST0004847 Total		423	4198	4621	9.2%
	1989	7	26	33	21.2%
	1990	13	28	41	31.7%
	1991	8	28	36	22.2%
	1992	10	67	77	13.0%
	1993	10	69	79	12.7%
	1994	17	100	117	14.5%
	1995	29	171	200	14.5%
	1996	42	178	220	19.1%
	1997	50	273	323	15.5%
	1998	63	341	404	15.6%
	1999	72	428	500	14.4%
ST0004854	2000	101	650	751	13.4%
	2001	137	601	738	18.6%
	2002	83	363	446	18.6%
	2003	95	855	950	10.0%
	2004	67	439	506	13.2%
	2005	74	1152	1226	6.0%
	2006	46	404	450	10.2%
	2007	42	1103	1145	3.7%
	2008	18	337	355	5.1%
	2009	14	836	850	1.6%
	2010	3	83	86	3.5%
ST0004854 Total		1001	8532	9533	10.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004866	1989	5	9	14	35.7%
	1990	4	15	19	21.1%
	1991	9	21	30	30.0%
	1992	4	31	35	11.4%
	1993	13	45	58	22.4%
	1994	16	69	85	18.8%
	1995	23	77	100	23.0%
	1996	22	77	99	22.2%
	1997	49	107	156	31.4%
	1998	51	128	179	28.5%
	1999	59	184	243	24.3%
	2000	69	248	317	21.8%
	2001	74	214	288	25.7%
	2002	49	173	222	22.1%
	2003	68	300	368	18.5%
	2004	26	186	212	12.3%
	2005	33	318	351	9.4%
	2006	17	179	196	8.7%
	2007	13	309	322	4.0%
	2008	9	110	119	7.6%
	2009	7	190	197	3.6%
	2010	1	39	40	2.5%
ST0004866 Total		621	3029	3650	17.0%
ST0004867	1989	10	37	47	21.3%
	1990	11	38	49	22.4%
	1991	9	40	49	18.4%
	1992	15	75	90	16.7%
	1993	20	107	127	15.7%
	1994	32	156	188	17.0%
	1995	36	220	256	14.1%
	1996	64	205	269	23.8%
	1997	85	348	433	19.6%
	1998	119	348	467	25.5%
	1999	104	492	596	17.4%
	2000	137	705	842	16.3%
	2001	168	676	844	19.9%
	2002	98	451	549	17.9%
	2003	118	881	999	11.8%
	2004	63	508	571	11.0%
	2005	64	1023	1087	5.9%
	2006	40	460	500	8.0%
	2007	28	930	958	2.9%
	2008	22	371	393	5.6%
	2009	12	704	716	1.7%
	2010	2	132	134	1.5%
ST0004867 Total		1257	8907	10164	12.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004870	1989	1	5	6	16.7%
	1990	1	7	8	12.5%
	1991	0	9	9	0.0%
	1992	3	6	9	33.3%
	1993	1	9	10	10.0%
	1994	0	22	22	0.0%
	1995	4	15	19	21.1%
	1996	2	26	28	7.1%
	1997	8	59	67	11.9%
	1998	5	51	56	8.9%
	1999	7	73	80	8.8%
	2000	7	100	107	6.5%
	2001	10	132	142	7.0%
	2002	7	59	66	10.6%
	2003	16	169	185	8.6%
	2004	9	87	96	9.4%
	2005	14	262	276	5.1%
	2006	5	81	86	5.8%
	2007	13	286	299	4.3%
	2008	0	97	97	0.0%
	2009	2	214	216	0.9%
	2010	0	23	23	0.0%
ST0004870 Total		115	1792	1907	6.0%
ST0004875	1989	4	10	14	28.6%
	1990	5	9	14	35.7%
	1991	3	20	23	13.0%
	1992	1	20	21	4.8%
	1993	5	30	35	14.3%
	1994	5	45	50	10.0%
	1995	11	58	69	15.9%
	1996	4	40	44	9.1%
	1997	13	69	82	15.9%
	1998	10	70	80	12.5%
	1999	19	94	113	16.8%
	2000	24	123	147	16.3%
	2001	27	105	132	20.5%
	2002	20	97	117	17.1%
	2003	12	166	178	6.7%
	2004	12	100	112	10.7%
	2005	17	192	209	8.1%
	2006	10	105	115	8.7%
	2007	6	196	202	3.0%
	2008	14	116	130	10.8%
	2009	11	164	175	6.3%
	2010	4	83	87	4.6%
ST0004875 Total		237	1912	2149	11.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0004888	1989	3	3	6	50.0%
	1990	1	7	8	12.5%
	1991	2	10	12	16.7%
	1992	4	15	19	21.1%
	1993	3	29	32	9.4%
	1994	7	23	30	23.3%
	1995	7	47	54	13.0%
	1996	13	69	82	15.9%
	1997	25	97	122	20.5%
	1998	23	108	131	17.6%
	1999	27	122	149	18.1%
	2000	27	188	215	12.6%
	2001	51	179	230	22.2%
	2002	26	113	139	18.7%
	2003	35	249	284	12.3%
	2004	26	137	163	16.0%
	2005	28	270	298	9.4%
	2006	6	104	110	5.5%
	2007	10	244	254	3.9%
	2008	2	79	81	2.5%
	2009	0	168	168	0.0%
	2010	0	22	22	0.0%
ST0004888 Total		326	2283	2609	12.5%
ST0005000	1989	1	3	4	25.0%
	1990	1	3	4	25.0%
	1991	0	2	2	0.0%
	1992	0	4	4	0.0%
	1993	0	7	7	0.0%
	1994	2	8	10	20.0%
	1995	1	14	15	6.7%
	1996	4	12	16	25.0%
	1997	7	12	19	36.8%
	1998	6	26	32	18.8%
	1999	8	39	47	17.0%
	2000	15	56	71	21.1%
	2001	13	68	81	16.0%
	2002	16	56	72	22.2%
	2003	13	110	123	10.6%
	2004	8	65	73	11.0%
	2005	12	119	131	9.2%
	2006	6	83	89	6.7%
	2007	6	175	181	3.3%
	2008	2	71	73	2.7%
	2009	4	129	133	3.0%
	2010	1	18	19	5.3%
ST0005000 Total		126	1080	1206	10.4%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005001	1989	1	6	7	14.3%
	1990	3	7	10	30.0%
	1991	4	6	10	40.0%
	1992	0	18	18	0.0%
	1993	2	12	14	14.3%
	1994	4	24	28	14.3%
	1995	6	27	33	18.2%
	1996	5	30	35	14.3%
	1997	9	40	49	18.4%
	1998	10	35	45	22.2%
	1999	3	70	73	4.1%
	2000	11	87	98	11.2%
	2001	13	85	98	13.3%
	2002	7	52	59	11.9%
	2003	8	106	114	7.0%
	2004	4	69	73	5.5%
	2005	11	133	144	7.6%
	2006	5	58	63	7.9%
	2007	2	128	130	1.5%
	2008	2	60	62	3.2%
	2009	5	104	109	4.6%
	2010	2	17	19	10.5%
ST0005001 Total		117	1174	1291	9.1%
ST0005002	1989	1	8	9	11.1%
	1990	3	7	10	30.0%
	1991	5	5	10	50.0%
	1992	2	17	19	10.5%
	1993	9	17	26	34.6%
	1994	7	25	32	21.9%
	1995	4	21	25	16.0%
	1996	4	9	13	30.8%
	1997	12	15	27	44.4%
	1998	8	18	26	30.8%
	1999	12	26	38	31.6%
	2000	17	52	69	24.6%
	2001	16	37	53	30.2%
	2002	9	27	36	25.0%
	2003	12	56	68	17.6%
	2004	9	25	34	26.5%
	2005	10	55	65	15.4%
	2006	4	38	42	9.5%
	2007	5	58	63	7.9%
	2008	1	35	36	2.8%
	2009	1	40	41	2.4%
	2010	0	7	7	0.0%
ST0005002 Total		151	598	749	20.2%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005003	1989	0	1	1	0.0%
	1990	0	4	4	0.0%
	1991	0	2	2	0.0%
	1992	0	4	4	0.0%
	1993	1	5	6	16.7%
	1994	0	9	9	0.0%
	1995	1	9	10	10.0%
	1996	0	6	6	0.0%
	1997	2	17	19	10.5%
	1998	2	11	13	15.4%
	1999	4	13	17	23.5%
	2000	2	31	33	6.1%
	2001	6	36	42	14.3%
	2002	10	44	54	18.5%
	2003	8	112	120	6.7%
	2004	12	140	152	7.9%
	2005	15	263	278	5.4%
	2006	19	326	345	5.5%
	2007	15	566	581	2.6%
	2008	29	652	681	4.3%
	2009	21	708	729	2.9%
	2010	57	2002	2059	2.8%
ST0005003 Total		204	4961	5165	3.9%
ST0005004	1989	0	5	5	0.0%
	1990	0	7	7	0.0%
	1991	0	8	8	0.0%
	1992	2	14	16	12.5%
	1993	2	20	22	9.1%
	1994	3	26	29	10.3%
	1995	6	43	49	12.2%
	1996	6	43	49	12.2%
	1997	12	73	85	14.1%
	1998	16	98	114	14.0%
	1999	23	123	146	15.8%
	2000	25	229	254	9.8%
	2001	44	202	246	17.9%
	2002	9	120	129	7.0%
	2003	26	358	384	6.8%
	2004	13	152	165	7.9%
	2005	40	494	534	7.5%
	2006	12	180	192	6.3%
	2007	15	625	640	2.3%
	2008	5	188	193	2.6%
	2009	9	543	552	1.6%
	2010	0	38	38	0.0%
ST0005004 Total		268	3589	3857	6.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005005	1989	2	12	14	14.3%
	1990	3	12	15	20.0%
	1991	2	13	15	13.3%
	1992	3	14	17	17.6%
	1993	5	19	24	20.8%
	1994	7	39	46	15.2%
	1995	9	49	58	15.5%
	1996	9	48	57	15.8%
	1997	26	97	123	21.1%
	1998	30	78	108	27.8%
	1999	26	101	127	20.5%
	2000	33	122	155	21.3%
	2001	29	156	185	15.7%
	2002	25	88	113	22.1%
	2003	30	187	217	13.8%
	2004	16	85	101	15.8%
	2005	21	233	254	8.3%
	2006	10	90	100	10.0%
	2007	6	218	224	2.7%
	2008	3	79	82	3.7%
	2009	2	162	164	1.2%
	2010	7	78	85	8.2%
ST0005005 Total		304	1980	2284	13.3%
ST0005006	1989	2	19	21	9.5%
	1990	4	21	25	16.0%
	1991	4	17	21	19.0%
	1992	8	32	40	20.0%
	1993	9	46	55	16.4%
	1994	12	81	93	12.9%
	1995	17	107	124	13.7%
	1996	14	106	120	11.7%
	1997	25	165	190	13.2%
	1998	42	219	261	16.1%
	1999	52	337	389	13.4%
	2000	72	493	565	12.7%
	2001	79	489	568	13.9%
	2002	61	285	346	17.6%
	2003	59	774	833	7.1%
	2004	41	363	404	10.1%
	2005	58	1023	1081	5.4%
	2006	17	370	387	4.4%
	2007	40	1072	1112	3.6%
	2008	15	369	384	3.9%
	2009	16	884	900	1.8%
	2010	2	109	111	1.8%
ST0005006 Total		649	7381	8030	8.1%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005007	1989	1	3	4	25.0%
	1990	2	8	10	20.0%
	1991	0	6	6	0.0%
	1992	1	10	11	9.1%
	1993	1	8	9	11.1%
	1994	1	23	24	4.2%
	1995	6	38	44	13.6%
	1996	2	33	35	5.7%
	1997	9	46	55	16.4%
	1998	3	63	66	4.5%
	1999	12	109	121	9.9%
	2000	17	97	114	14.9%
	2001	11	112	123	8.9%
	2002	16	84	100	16.0%
	2003	17	165	182	9.3%
	2004	10	87	97	10.3%
	2005	11	179	190	5.8%
	2006	7	93	100	7.0%
	2007	5	207	212	2.4%
	2008	4	71	75	5.3%
	2009	1	194	195	0.5%
	2010	0	18	18	0.0%
ST0005007 Total		137	1654	1791	7.6%
ST0005008	1989	4	9	13	30.8%
	1990	1	15	16	6.3%
	1991	2	12	14	14.3%
	1992	4	20	24	16.7%
	1993	6	24	30	20.0%
	1994	5	24	29	17.2%
	1995	5	49	54	9.3%
	1996	6	50	56	10.7%
	1997	15	54	69	21.7%
	1998	10	75	85	11.8%
	1999	10	132	142	7.0%
	2000	18	169	187	9.6%
	2001	20	177	197	10.2%
	2002	11	83	94	11.7%
	2003	20	273	293	6.8%
	2004	10	95	105	9.5%
	2005	25	351	376	6.6%
	2006	8	115	123	6.5%
	2007	17	397	414	4.1%
	2008	12	105	117	10.3%
	2009	6	316	322	1.9%
	2010	12	112	124	9.7%
ST0005008 Total		227	2657	2884	7.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005009	1989	3	18	21	14.3%
	1990	5	33	38	13.2%
	1991	10	27	37	27.0%
	1992	5	30	35	14.3%
	1993	5	44	49	10.2%
	1994	12	59	71	16.9%
	1995	14	92	106	13.2%
	1996	21	107	128	16.4%
	1997	25	121	146	17.1%
	1998	30	156	186	16.1%
	1999	26	252	278	9.4%
	2000	34	315	349	9.7%
	2001	58	318	376	15.4%
	2002	37	182	219	16.9%
	2003	47	440	487	9.7%
	2004	20	221	241	8.3%
	2005	29	477	506	5.7%
	2006	10	179	189	5.3%
	2007	20	454	474	4.2%
	2008	2	189	191	1.0%
	2009	7	330	337	2.1%
	2010	0	47	47	0.0%
ST0005009 Total		420	4091	4511	9.3%
ST0005010	1989	0	11	11	0.0%
	1990	2	6	8	25.0%
	1991	1	8	9	11.1%
	1992	1	12	13	7.7%
	1993	2	16	18	11.1%
	1994	4	26	30	13.3%
	1995	0	42	42	0.0%
	1996	3	38	41	7.3%
	1997	6	53	59	10.2%
	1998	11	60	71	15.5%
	1999	9	81	90	10.0%
	2000	15	125	140	10.7%
	2001	18	137	155	11.6%
	2002	11	70	81	13.6%
	2003	23	200	223	10.3%
	2004	9	102	111	8.1%
	2005	19	277	296	6.4%
	2006	9	68	77	11.7%
	2007	5	222	227	2.2%
	2008	4	71	75	5.3%
	2009	2	185	187	1.1%
	2010	0	16	16	0.0%
ST0005010 Total		154	1826	1980	7.8%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005011	1989	1	1	2	50.0%
	1990	4	2	6	66.7%
	1991	0	4	4	0.0%
	1992	2	8	10	20.0%
	1993	1	9	10	10.0%
	1994	3	6	9	33.3%
	1995	5	21	26	19.2%
	1996	7	12	19	36.8%
	1997	6	18	24	25.0%
	1998	7	24	31	22.6%
	1999	8	33	41	19.5%
	2000	10	29	39	25.6%
	2001	12	54	66	18.2%
	2002	10	26	36	27.8%
	2003	9	78	87	10.3%
	2004	10	28	38	26.3%
	2005	7	83	90	7.8%
	2006	3	33	36	8.3%
	2007	1	77	78	1.3%
	2008	1	30	31	3.2%
	2009	2	46	48	4.2%
	2010	0	8	8	0.0%
ST0005011 Total		109	630	739	14.7%
ST0005012	1989	5	3	8	62.5%
	1990	1	10	11	9.1%
	1991	0	4	4	0.0%
	1992	3	7	10	30.0%
	1993	1	14	15	6.7%
	1994	2	12	14	14.3%
	1995	6	28	34	17.6%
	1996	5	25	30	16.7%
	1997	5	28	33	15.2%
	1998	15	35	50	30.0%
	1999	13	49	62	21.0%
	2000	17	84	101	16.8%
	2001	18	75	93	19.4%
	2002	16	37	53	30.2%
	2003	10	90	100	10.0%
	2004	7	53	60	11.7%
	2005	10	123	133	7.5%
	2006	2	50	52	3.8%
	2007	7	116	123	5.7%
	2008	1	38	39	2.6%
	2009	2	67	69	2.9%
	2010	1	11	12	8.3%
ST0005012 Total		147	959	1106	13.3%

Table (a) (3 & 4). # of Test by Station, % Fail by Station
Station ID	Model Year	Fail	Pass	Total	% Fail
---	---	---	---	---	---
ST0005013	1989	4	10	14	28.6%
	1990	3	11	14	21.4%
	1991	0	16	16	0.0%
	1992	2	12	14	14.3%
	1993	5	20	25	20.0%
	1994	3	28	31	9.7%
	1995	14	61	75	18.7%
	1996	8	49	57	14.0%
	1997	18	82	100	18.0%
	1998	18	104	122	14.8%
	1999	27	162	189	14.3%
	2000	37	236	273	13.6%
	2001	50	210	260	19.2%
	2002	30	127	157	19.1%
	2003	42	302	344	12.2%
	2004	20	177	197	10.2%
	2005	27	389	416	6.5%
	2006	15	173	188	8.0%
	2007	16	400	416	3.8%
	2008	5	149	154	3.2%
	2009	6	305	311	1.9%
	2010	0	27	27	0.0%
ST0005013 Total		350	3050	3400	10.3%
ST0005014	1989	0	7	7	0.0%
	1990	2	10	12	16.7%
	1991	5	9	14	35.7%
	1992	4	13	17	23.5%
	1993	1	18	19	5.3%
	1994	1	24	25	4.0%
	1995	8	43	51	15.7%
	1996	4	37	41	9.8%
	1997	11	74	85	12.9%
	1998	12	79	91	13.2%
	1999	14	103	117	12.0%
	2000	29	205	234	12.4%
	2001	32	231	263	12.2%
	2002	17	121	138	12.3%
	2003	23	321	344	6.7%
	2004	8	154	162	4.9%
	2005	20	350	370	5.4%
	2006	18	167	185	9.7%
	2007	9	370	379	2.4%
	2008	8	134	142	5.6%
	2009	12	276	288	4.2%
	2010	4	69	73	5.5%
ST0005014 Total		242	2815	3057	7.9%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005015	1989	1	5	6	16.7%
	1990	2	5	7	28.6%
	1991	1	5	6	16.7%
	1992	0	6	6	0.0%
	1993	0	14	14	0.0%
	1994	0	21	21	0.0%
	1995	3	18	21	14.3%
	1996	1	31	32	3.1%
	1997	3	28	31	9.7%
	1998	5	51	56	8.9%
	1999	10	57	67	14.9%
	2000	14	171	185	7.6%
	2001	22	158	180	12.2%
	2002	10	77	87	11.5%
	2003	9	193	202	4.5%
	2004	6	85	91	6.6%
	2005	14	260	274	5.1%
	2006	3	83	86	3.5%
	2007	8	271	279	2.9%
	2008	3	99	102	2.9%
	2009	3	258	261	1.1%
	2010	0	34	34	0.0%
ST0005015 Total		118	1930	2048	5.8%
ST0005016	1989	5	15	20	25.0%
	1990	5	36	41	12.2%
	1991	5	25	30	16.7%
	1992	5	30	35	14.3%
	1993	12	49	61	19.7%
	1994	11	56	67	16.4%
	1995	10	95	105	9.5%
	1996	9	98	107	8.4%
	1997	31	151	182	17.0%
	1998	25	170	195	12.8%
	1999	24	253	277	8.7%
	2000	42	410	452	9.3%
	2001	68	519	587	11.6%
	2002	46	247	293	15.7%
	2003	48	518	566	8.5%
	2004	18	228	246	7.3%
	2005	26	531	557	4.7%
	2006	7	159	166	4.2%
	2007	10	420	430	2.3%
	2008	6	104	110	5.5%
	2009	4	328	332	1.2%
	2010	0	26	26	0.0%
ST0005016 Total		417	4468	4885	8.5%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005017	1989	0	2	2	0.0%
	1990	1	3	4	25.0%
	1991	0	3	3	0.0%
	1992	1	1	2	50.0%
	1993	1	3	4	25.0%
	1994	0	5	5	0.0%
	1995	0	6	6	0.0%
	1996	1	18	19	5.3%
	1997	6	22	28	21.4%
	1998	5	24	29	17.2%
	1999	4	26	30	13.3%
	2000	8	63	71	11.3%
	2001	20	162	182	11.0%
	2002	4	42	46	8.7%
	2003	8	124	132	6.1%
	2004	4	60	64	6.3%
	2005	9	171	180	5.0%
	2006	3	82	85	3.5%
	2007	4	179	183	2.2%
	2008	0	85	85	0.0%
	2009	3	143	146	2.1%
	2010	0	34	34	0.0%
ST0005017 Total		82	1258	1340	6.1%
ST0005018	1990	0	2	2	0.0%
	1992	0	1	1	0.0%
	1993	0	1	1	0.0%
	1995	0	2	2	0.0%
	1996	0	3	3	0.0%
	1997	2	9	11	18.2%
	1998	1	14	15	6.7%
	1999	3	16	19	15.8%
	2000	4	17	21	19.0%
	2001	8	48	56	14.3%
	2002	4	16	20	20.0%
	2003	6	55	61	9.8%
	2004	3	35	38	7.9%
	2005	8	77	85	9.4%
	2006	1	22	23	4.3%
	2007	4	80	84	4.8%
	2008	0	35	35	0.0%
	2009	1	68	69	1.4%
	2010	0	14	14	0.0%
ST0005018 Total		45	515	560	8.0%

Table (a) (3 & 4). # of Test by Station, % Fail by Station					
Station ID	Model Year	Fail	Pass	Total	% Fail
ST0005019	1990	0	1	1	0.0%
	1992	0	1	1	0.0%
	1993	0	2	2	0.0%
	1994	0	1	1	0.0%
	1995	0	2	2	0.0%
	1996	1		1	100.0%
	1997	3	5	8	37.5%
	1998	1	7	8	12.5%
	1999	1	8	9	11.1%
	2000	1	7	8	12.5%
	2001	3	3	6	50.0%
	2002	0	4	4	0.0%
	2003	3	11	14	21.4%
	2004	2	14	16	12.5%
	2005	2	14	16	12.5%
	2006	1	13	14	7.1%
	2007	0	14	14	0.0%
	2008	1	20	21	4.8%
	2009	0	14	14	0.0%
	2010	0	8	8	0.0%
ST0005019 Total		19	149	168	11.3%
ST0005020	1994	0	1	1	0.0%
	1996	0	1	1	0.0%
	1997	0	4	4	0.0%
	1999	0	5	5	0.0%
	2000	0	1	1	0.0%
	2001	0	1	1	0.0%
	2002	1	3	4	25.0%
	2003	0	2	2	0.0%
	2004	0	4	4	0.0%
	2005	0	5	5	0.0%
	2006	0	8	8	0.0%
	2007	0	4	4	0.0%
	2008	1	8	9	11.1%
	2009	0	8	8	0.0%
	2010	1	9	10	10.0%
ST0005020 Total		3	64	67	4.5%
Grand Total		107034	928270	1035304	10.3%

Table (b) (1) & (2)(i,ii, & v). Quality Assurance

	Beginnning of Year	Left Program	Added to Program
No. of Inspection stations/lanes operating throughout 2013	226	4	7
Receiving overt performance audits in 2013	226		
Not Receiving overt performance audits in 2013	0		
That have been shut down as a result of overt performance audits	0		

Table (b)(2)(iii, iv) & (3,8,9). Quality Assurance

No of Inspection stations/lanes operating throughout 2013	All Test Types	OBD Tests	ASM Tests	TSI Tests
Receiving Covert Audits	44	132	178	127
Not Receiving Covert Audits	3			
Number of Covert Audits	540	139	203	141
Conducted with vehicle set to fail	0	44	38	0
Conducted with vehicle set to fail any combination of two or more types	N/A	N/A	N/A	N/A
Resulting in a False Pass	0	0	24	0
Resulting in a False Pass for any combination of two or more test types	N/A	N/A	N/A	N/A
Total number of Covert vehicles available for undercover audits in 2013	6			
Total number of Covert auditors available for undercover audits in 2013	3			
Total # of Video Surveillance Audits	1,920	Not Available	Not Available	Not Available

Table (b) (4)(i & ii). Quality Assurance

	Stations	Inspectors
Suspended as a result of covert audits	2	3
Suspended for other reasons	40	26

Table (b) (5). Quality Assurance

Certified Testing Inspectors as of 1/22/14	2,685

Table (d) (1)(v). # Of time extensions and exemptions granted to motorists

Time Extension and Other Exemptions	2,972

Table (d) (3)(i).
and % of subject vehicles that were tested by the initial deadline

Deadline	# of Vehicles	% of Vehicles
On Due date	29,343	3.22%
Tested Early	539,164	59.14%
1-30 days late	103,719	11.38%
31-60 days late	32,506	3.57%
61-90 days late	18,711	2.05%
91-120 days late	14,645	1.61%
> 120 days late	173,829	19.07%

Figures based on 'Noticed' vehicles/tested volume of 911,604

	Table (c) (1,2,3 & 4). Quality Control						
Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments	Added or Closed	Audit issues
FL0001001	City of Bristol DPW	1	0	0			
FL0001002	Aquarion Water Company	1	0	0			
FL0001003	Regional Water Authority	1	0	0			
FL0001004	at-t	1	0	0			
FL0001005	Stamford Police Garage	1	0	0			
FL0001006	Hunter Ambulance Service	1	0	0			
FL0001007	New Haven Police	1	0	0			
FL0001008	Cablevision Systems Corp	1	0	0			
FL0001009	Cablevision Systems Corp	1	0	0			
FL0001010	Town of Trumbull	1	0	0			
FL0001011	University of Hartford	1	0	0			
FL0001012	Town of Guilford	1	0	0			
FL0001013	Southern CT Gas Company	1	0	0			
FL0001014	State of Connecticut	1	0	0			
FL0001015	State of Connecticut	1	0	0			
FL0001016	State of Connecticut	1	0	0			
FL0001017	City of Waterbury	1	0	0			
FL0001018	CNG Corp	1	0	0			
FL0001019	SBC SNET	1	0	0			
FL0001020	SBC SNET	1	0	0			
FL0001021	SNET	1	0	0			
FL0001022	SBC SNET	1	0	0			
FL0001023	SBC SNET	1	0	0			
FL0001024	SBC SNET	1	0	0			
FL0001025	SBC SNET	1	0	0			
FL0001026	SBC SNET	1	0	0			
FL0001027	SBC SNET	1	0	0			
FL0001028	SBC SNET	1	0	0			
FL0001029	SBC SNET	1	0	0			
FL0001030	SBC SNET	1	0	0			
FL0001031	SBC SNET	1	0	0			
FL0001032	SBC SNET	1	0	0			
ST0000014	Gary Rome Kia	1	2	1			
ST0000020	Cargill Chevrolet Co Inc	1	2	0			
ST0000023	Roberts Chrysler-Dodge	1	2	2			
ST0000034	Bob Valenti Chevrolet - Olds	1	2	1			
ST0000036	Hoffman Auto Group	1	2	1			
ST0000065	Stevens Ford Linc-Merc Inc	1	2	0			
ST0000107	King Olds-Cadillac-GMC	1	2	0			
ST0000112	Brustolon Buick-Pont-GMC	1	2	0			
ST0000120	Girard Ford	1	2	1			
ST0000125	Candlewood Valley Motors	1	2	2			
ST0000132	Middletown Toyota Inc	1	2	0			
ST0000171	Oneills Chevrolet Buick Inc	1	1	0			
ST0000193	M J Sullivan Automotive Corner	1	2	1			
ST0000229	Hartford Toyota Superstore	1	2	0			

			Initial	Initial Gas			
Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments	Added or Closed	Audit issues

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments	Added or Closed	Audit issues
ST0000326	Midas of Bloomfield	1	2	1			
ST0000328	Automotive Plus	1	3	2			
ST0000329	Firestone Complete Auto Care	1	1	1			
ST0000359	Laurel Automotive	1	1	1			
ST0000373	Tire King LLC	1	2	2			
ST0000375	Advanced Auto Body	1	1	1			
ST0000386	Hamelin and Sons Inc	1	3	2			
ST0000412	Arnolds Garage	1	1	1			
ST0000434	Midas Muffler Inc	1	0	0			
ST0000469	Lees Auto Center Inc	1	2	1			
ST0000493	Midas of Farmington	1	0	0			
ST0000516	Hallmark Tire Co Inc	1	2	0			
ST0000520	Farmington Motor Sports Inc	1	2	1			
ST0000525	Firestone Complete Auto Care Inc	1	2	0			
ST0000549	Morande Ford Inc	1	2	0			
ST0000557	Kensington Auto Service LTD	1	3	2			
ST0000581	J and M Motor Sports	1	1	0			
ST0000616	Firestone Complete Auto Care Inc	1	2	0			
ST0000648	Bolton Motors Inc	1	2	0			
ST0000697	Firestone Complete Auto Care Inc	1	3	1			
ST0000725	Story Bros Inc	1	3	0			
ST0000776	Anthonys Service Station Inc	1	2	1			
ST0000790	Farm Car Care Center Inc	1	2	0			
ST0000809	Moores Automotive	1	2	0			
ST0000963	Firestone Complete Auto Care Inc	1	2	0			
ST0000969	Meineke Car Center	1	2	2			
ST0000972	Mad Hatter Auto Repair	1	2	0			
ST0000986	Suburban Tire and Auto Service	1	2	0			
ST0000994	Tolland Citgo	1	2	1			
ST0001010	Small Town Auto Repair	1	2	1			
ST0001056	Scatas Auto and Truck Repairs Inc	1	2	1			
ST0001095	Prospect Foreign Car Center Inc	1	2	0			
ST0001193	Herbs Auto Electric Inc	1	2	0			
ST0001216	Wethersfield Automotive LLC	1	2	0			
ST0001235	Valvoline Instant Oil Change	1	2	0			
ST0001253	Midas of West Hartford	1	1	1			
ST0001264	Mikes Auto Service	1	2	1			
ST0001267	Mirabelli Automotive LLC	1	2	0			

Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments	Added or Closed	Audit issues
ST0001270	R and M Auto Service LLC	1	2	0			
ST0001284	Modern Tire and Auto Service	1	2	0			
ST0001294	Modern Tire and Auto Service	1	2	0			
ST0001297	Aguas Buenas Auto SLS and Services	1	1	0			
ST0001299	B and S Automotive Inc	1	1	0			
ST0001363	Midas	1	2	1			
ST0001371	Coxs Service Station	1	2	0			
ST0001401	Nutmeg Auto Service Inc	1	1	0			
ST0001423	Midas of Hartford	1	2	1			
ST0001511	T and B Motor Sales and Service Inc	1	2	0			
ST0001519	Raymonds Auto Repair	1	2	0			
ST0001594	Town Hill Auto	1	2	0			
ST0001615	Firestone Expert Tire Center	1	2	0			
ST0001646	Bobs Auto Inc	1	2	0			
ST0001660	Midas Auto Service	1	2	0			
ST0001662	Meineke Car Care Center	1	2	0			
ST0001679	Montville Automotive	1	1	0	Change name to Stillys ST0005016 on 04/26/13		
ST0001692	Ledyard Auto LLC	1	2	0			
ST0001704	Precision Motors Inc	1	2	0			
ST0001725	Nicks Service Center	1	2	0			
ST0001730	Hometown Auto LLC	1	2	1			
ST0001767	Firestone Complete Auto Care Inc	1	2	2			
ST0001790	Corys Auto Care	1	2	1			
ST0001797	Shoreline Service Center LLC	1	1	1		Left program 07/29/13	
ST0001799	All Pro Automotive	1	2	1			
ST0001805	Plainfield Shell	1	2	0			
ST0001825	Pennells Auto Center LLC	1	2	0			
ST0001845	Courtesy Ford Mercury	1	2	0			
ST0001876	General Muffler Automotive Supply	1	2	1			
ST0001889	Gabes Service Station	1	2	1			
ST0001896	A and M Service Station	1	2	2			
ST0001944	Branford Auto Center	1	2	1			
ST0001969	Cheshire Auto Care	1	2	2	Name Change to Brickel ST0005017 07/31/13		
ST0001970	Anderson Tire and Auto Service	1	2	0			
ST0002018	D and R Automotive LLC	1	2	1			

		Lane	Initial Gas	Initial Gas		Added or	Audit
Station #	Station Name	number	Audits	Audit Fails	Comments	Closed	issues
ST0002020	Hammonasset Ford	1	2	1			
ST0002026	Desmonds Auto Sales	1	2	0			
ST0002060	Cromwell Automotive	1	2	0			
ST0002070	Firestone Complete Auto Care	1	2	0			
ST0002120	Greenfield Hill Serv	1	2	0			
ST0002133	Firestone Complete Auto Care Inc	1	2	1			
ST0002141	Fairfield Tire and Auto Center LLC	1	2	0			
ST0002149	Meineke	1	2	1			
ST0002153	Sport Hill Service Station Inc	1	2	0			
ST0002181	Auto Associates Inc	1	3	1			
ST0002233	Cos Central Auto	1	2	1			
ST0002267	Harte Family Motors Inc	1	3	1			
ST0002330	Belltown Motors	1	2	1			
ST0002358	Computer Tune and Lube Inc	1	2	0			
ST0002365	Midas Auto Service of Middletown	1	2	0			
ST0002373	Personal Auto Care Service Center Inc	1	2	0			
ST0002380	New Image Automotive	1	2	0			
ST0002419	Roberts Service Center Inc	1	2	0			
ST0002467	Meineke Discount Muffler	1	2	0			
ST0002493	Amaral Motors Inc	1	2	0			
ST0002540	J P Automotive LLC	1	3	1			
ST0002560	Tech 1 Automotive LLC	1	2	0			
ST0002573	Oceanside Auto LLC	1	2	0			
ST0002578	Grossman Chevrolet	1	2	1			
ST0002593	Bens Service Center	1	2	0			
ST0002631	Portland Automotive Inc	1	2	1			
ST0002651	East Coast Car Care	1	2	1			
ST0002652	Falbos Tire and Auto Center Inc	1	2	0			
ST0002672	AJs Center Service Inc	1	2	0			
ST0002722	Computer Tune and Lube	1	3	0			
ST0002740	Mad Hatter Muffler	1	2	1			
ST0002744	Tire Depot Plus Inc	1	3	0			
ST0002822	Frenchys Auto Repair Inc	1	2	0			
ST0002830	Nelsons Automotive Service Center LLC	1	2	2			
ST0002880	Broadbridge Auto Service Inc	1	2	0			
ST0002884	Don Schiffers Auto Service Inc	1	2	0			
ST0002915	Midas Auto Service of Westbrook	1	2	0			
ST0002919	Meineke Discount Mufflers	1	2	2			
ST0002955	Nova Automotive	1	2	2			

Table (c) (1,2,3 & 4). Quality Control

Table (c) (1,2,3 & 4). Quality Control							
Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments	Added or Closed	Audit issues
ST0002964	Swanson Automotive	1	2	0			
ST0002975	Torello Tire Company Inc	1	2	0			
ST0003102	Auto Specialist Inc	1	2	1			
ST0003106	Campbell Motor Sales Inc	1	2	0			
ST0003107	Chucks Garage	1	2	0			
ST0003176	Circle A Automotive Service Inc	1	2	1		Left program 09/21/13	
ST0003190	Partyka Chevrolet Inc	1	3	0			
ST0003192	Dougan Automotive LLC	1	2	0			
ST0003225	Tire Doctor	1	2	0		Suspended 09/28/13	
ST0003253	Quick Lane Tire and Auto Center	1	3	1			
ST0003292	Joeys Capitol-Wood Service Center	1	2	2			
ST0003432	E and S Automotive Operations LLC	1	2	1			
ST0003437	Monro Muffler Brake	1	3	1			
ST0003449	Boston Ave Auto Getty	1	2	0			
ST0003458	Knechts Garage Inc	1	2	2			
ST0003475	Firestone Tire and Service Center	1	2	0			
ST0003483	Breezy Point Auto Repairs Inc	1	2	0			
ST0003498	Model Garage Inc	1	2	1			
ST0003548	Montambaults Inc	1	3	1			
ST0003587	Pep Boys	1	3	1			
ST0003592	Superior Transmissions Inc	1	2	1			
ST0003662	United Auto Sales and Service Inc	1	2	1			
ST0003732	Litchfield Hills Motorsports LLC	1	1	0			
ST0003739	Bennett Motor Werks	1	1	0			
ST0003746	Sunshine Car Repair	1	1	0			
ST0003759	Litchfield County Marine Auto LLC	1	2	2			
ST0003767	Mezzio Auto Body Repair	1	2	1			
ST0003876	The Quiet Zone	1	2	1			
ST0003939	Abate Auto Body and Collision	1	1	0			
ST0003943	Bahr Auto Repair	1	1	0			
ST0003976	The Quiet Zone	1	2	2			
ST0003988	Valenti Motors Inc	1	2	1			
ST0003997	Murray Bros Garage Inc	1	2	1			
ST0004004	Belardinelli Tire Comp	1	2	1			
ST0004016	Firestone Tire and Service Center	1	2	2			
ST0004034	A 1 Service Center Inc	1	2	0			
ST0004065	Mohawk West Tire And Auto Center	1	2	1			

	Table (c) (1,2,3 & 4). Quality Control						
Station #	Station Name	Lane number	Initial Gas Audits	Initial Gas Audit Fails	Comments	Added or Closed	Audit issues
ST0004105	E M Auto Repair LLC	1	2	1			
ST0004107	Federal Towing and Car Center	1	2	2			
ST0004111	Wilton Mobil	1	2	0			
ST0004170	New Fairfield Automotive Inc	1	2	1			
ST0004191	Darien Auto Center	1	2	1			
ST0004230	Greenwich Shell	1	2	1			
ST0004243	A C Auto Body and Mechanical Svc Inc	1	2	1			
ST0004257	New Canaan Ave Service	1	2	0			
ST0004262	The Briggs Tire Co Inc	1	2	1			
ST0004298	Hank Mays Goodyear	1	2	0			
ST0004375	Copps Hill Shell Inc	1	2	1			
ST0004377	Limestone Service Station Inc	1	2	0			
ST0004390	Westport Auto Repair LLC	1	2	0			
ST0004405	Weston Service Center	1	2	0			
ST0004480	Firestone Tire and Service Center	1	2	0			
ST0004541	Sotires Auto Diagnostic Center	1	2	1			
ST0004592	Avery Brothers Inc	1	2	2			
ST0004615	Firestone Tire Service Center	1	3	3			
ST0004628	Firestone Tire and Service Center	1	2	0			
ST0004696	Long Ridge Service	1	2	1			
ST0004710	Middlesex Auto Center	1	2	0			
ST0004713	Milex Auto Repair	1	2	1			
ST0004722	Lube Express	1	2	1			
ST0004739	Precision Motor Coach LLC	1	2	1			
ST0004745	R K Rogers LTD Inc	1	2	0			
ST0004750	Sam Wibberley Tire and Auto Service	1	2	1			
ST0004764	Suburban Subaru	1	2	0			
ST0004765	Main Street Muffler and Brake	1	2	1			
ST0004769	The Quiet Zone Your complete car care center	1	0	0			
ST0004788	West High Service Station Inc	1	2	0			
ST0004817	High Tech Auto	1	2	0			
ST0004828	Waterbury Tire and Auto	1	2	1			
ST0004837	Car Tune	1	2	1			
ST0004839	Hank Mays Goodyear	1	2	1			
ST0004843	Toyota of Colchester	1	2	0			
ST0004847	Hebron Quick Lube LLC	1	2	0			
ST0004854	Valvoline Instant Oil Change	1	2	2			

	Table (c) (1,2,3 & 4). Quality Control						
Station #	**Station Name**	**Lane number**	**Initial Gas Audits**	**Initial Gas Audit Fails**	**Comments**	**Added or Closed**	**Audit issues**
ST0004866	Lee Myles Transmission	1	2	0			
ST0004867	Foxy Fast Lube LLC	1	2	0			
ST0004870	Middlebury Garage	1	3	1			
ST0004875	Showroom Auto Center	1	2	1			
ST0004888	K Town Automotive LLC	1	2	0			
ST0005000	Firestone Complete Auto Care Inc	1	1	1			
ST0005001	Bundy Motors	1	2	0			
ST0005002	Pep Boys Auto	1	2	0			
ST0005003	CarMax Auto Superstore Inc	1	1	0			
ST0005004	Modern Tire And Auto Service	1	2	1			
ST0005005	Capuano Automotive	1	2	0			
ST0005006	Economy Oil Change	1	2	1			
ST0005007	Tunxis Street Garage	1	2	0			
ST0005008	Alfano Nissan	1	1	0			
ST0005009	Essex Service Center	1	3	2			
ST0005010	Jims Auto Sales and Service	1	2	0			
ST0005011	Thompson Auto Care LLC	1	2	1			
ST0005012	Beatty Automotive LLC	1	2	0			
ST0005013	Valvoline Instant Oil	1	2	0			
ST0005014	Tires International	1	1	0		New to program 03/05/13	
ST0005015	Lyons Service Corp Inc	1	0	0		New to program 4/16/13	
ST0005016	Stillys Automotive LLC	1	2	0	Was Montville Auto ST0001679 04/30/13		
ST0005017	Brickel Automotive	1	0	0	Was Cheshire Auto ST0001969 08/02/13		
ST0005018	Firestone Complete Auto	1	0	0		New to program 09/07/13	
ST0005019	Meineke Car Care	1	0	0		New to program 11/14/13	
ST0005020	Keating Automotive	1	0	0		New to program 11/26/13	
Totals		**258**	**433**	**127**			

Table (d) (1), (2), & (3). Enforcement Report

Enforcement Report: (d) (1), (2), & (3) – 2013

(d) Enforcement Report –

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

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

 Connecticut's estimated emission eligible population is 2.4 million vehicles per testing cycle.

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

 Connecticut's compliance rate was greater than 99% for 2013.

The overall compliance rate is based on the number of passing inspections divided by the number of vehicles subject to inspection. Connecticut committed to a 96% compliance rate for the vehicles subject to I/M requirements in the SIP. In 2013, 980,001 registration renewals were audited, resulting in 52,270 denials, of which 93.1% later complied. This works out to a 99.6% compliance rate, so the overall compliance rate exceeds the SIP compliance rate.

 (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 2013, 175,221 emission late fees were assessed. All of these vehicles ultimately complied or were not re-registered in Connecticut.

Table (d) (1), (2), & (3). Enforcement Report

(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:

Historically, 99% 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 2013, 980,001 registration renewals were audited, resulting in 52,270 denials, of which 93.1% later complied. This works out to a 99.6% compliance rate.