



Vehicle Emissions Test Results in Oregon*

Model Year	Pass	Fail	Total	Fail %
1975	124	140	264	53.03%
1976	304	260	564	46.10%
1977	308	294	602	48.84%
1978	526	374	900	41.56%
1979	380	349	729	47.87%
1980	343	219	562	38.97%
1981	349	165	514	32.10%
1982	498	186	684	27.19%
1983	478	211	689	30.62%
1984	1,066	382	1,448	26.38%
1985	1,070	394	1,464	26.91%
1986	1,830	618	2,448	25.25%
1987	1,658	477	2,135	22.34%
1988	2,801	656	3,457	18.98%
1989	2,772	662	3,434	19.28%
1990	4,916	863	5,779	14.93%
1991	4,320	843	5,163	16.33%
1992	6,839	991	7,830	12.66%
1993	6,355	851	7,206	11.81%
1994	12,812	1,374	14,186	9.69%
1995	11,456	1,234	12,690	9.72%
1996	15,157	1,870	17,027	10.98%
1997	15,369	1,925	17,294	11.13%
1998	24,105	2,272	26,377	8.61%
1999	21,043	1,794	22,837	7.86%
2000	32,443	2,658	35,101	7.57%
2001	23,663	2,261	25,924	8.72%
2002	36,069	2,388	38,457	6.21%
2003	27,801	1,751	29,552	5.93%
2004	41,099	1,729	42,828	4.04%
2005	30,687	1,231	31,918	3.86%
2006	44,437	1,388	45,825	3.03%
2007	31,455	758	32,213	2.35%
2008	38,248	448	38,696	1.16%
2009	17,854	238	18,092	1.32%
2010	29,871	231	30,102	0.77%
Total	490,506	34,485	524,991	6.57%

*Test results are from 2014. Each model year's failure rate is similar to [other states'](#) vehicle inspection programs.



Other States' Vehicle Inspection Programs

Percent of Vehicles Failing the Onboard Diagnostics (OBD) Test

(10 of the 30+ states conducting vehicle emissions testing)

Model Year	NC	NV	VA	MD	LA	WI	OH	OR	IL	CA
1996	6.58%	8.63%	10.60%	22.30%	15.96%	11.01%	12.81%	10.98%	13.56%	9.73%
1997	5.91%	8.06%	9.07%	21.54%	15.91%	14.77%	9.65%	11.13%	20.00%	10.40%
1998	5.07%	6.97%	9.28%	20.45%	15.57%	10.09%	12.50%	8.61%	12.47%	8.08%
1999	4.60%	6.35%	7.74%	19.70%	13.11%	12.19%	8.40%	7.86%	16.27%	8.51%
2000	4.45%	6.20%	8.69%	19.00%	12.64%	8.45%	10.48%	7.57%	10.62%	7.03%
2001	5.15%	6.50%	7.67%	19.19%	13.76%	11.95%	7.67%	8.72%	17.81%	10.90%
2002	4.00%	5.39%	6.67%	14.68%	11.76%	7.26%	7.36%	6.21%	9.51%	6.84%
2003	3.40%	4.42%	5.09%	12.64%	9.71%	7.14%	4.68%	5.93%	11.20%	6.94%
2004	2.63%	3.25%	4.53%	9.24%	8.67%	4.29%	4.34%	4.04%	6.38%	4.08%
2005	2.16%	2.82%	3.16%	8.66%	8.35%	4.40%	3.67%	3.86%	7.96%	4.34%
2006	1.83%	2.28%	3.10%	6.34%	7.07%	3.09%	3.14%	3.03%	4.77%	2.74%
2007	1.20%	1.68%	1.79%	4.69%	5.32%	2.51%	1.87%	2.35%	4.66%	1.86%
2008	0.75%	1.08%	1.30%	2.83%	4.23%	1.46%	1.16%	1.16%	2.64%	1.65%
2009	0.51%	0.72%	0.86%	2.20%	3.73%	1.38%	0.69%	1.32%	2.22%	Exempt
2010	0.27%	0.33%	0.53%	1.22%	2.83%	0.52%	0.22%	0.77%	1.25%	Exempt
2011	0.16%	0.23%	0.48%	0.82%	2.56%	0.60%	Exempt	Exempt	Exempt	Exempt
2012	0.14%	0.14%	0.43%	0.52%	0.59%	Exempt	Exempt	Exempt	Exempt	Exempt
2013	0.16%	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt
2014	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt	Exempt

This chart is for vehicle tests conducted during 2014.

From the moment a vehicle comes off the assembly line, it's causing air pollution. The OBD test checks & fails for excessive pollution. These failure rates are at the time of test and only represent an estimated 1 quarter of vehicles on the road in failure mode. The other 3 quarters of failing vehicles are repaired prior to the test. In other words, most motorists respond to their Check Engine Light (failing) by getting their car fixed prior to the test. So the "true failure rate" of each model year shown is estimated to be higher by a factor of 4.

Number of Exempted *Newer*¹ Model Years in each State

(As of 2015)

AZ	5
DE	5
ID	5
NJ	5
WA	5
CT	4
IL	4
IN	4
NM	4
OH	4
OR	4

GA	3
WI	3
LA	2
MD	2
NY	2
MO	2
NV	2
RI	2
TX	2
UT	2
VA	2

ME	1
MA	1
NH	1
NC	1
PA	1
TN	1
VT	1
DC	1
CA	<i>Note 2</i>
CO	<i>Note 3</i>

Notes:

- 1) States exempt newer model years because they typically have lower mileage which are less likely to cause excessive emissions. Oregon doubled its exemption from 2 to 4 years when the VIP program was last evaluated in 2006. An upcoming evaluation will again look at exempting additional new model years. The evaluation is based on the overall emissions benefit the VIP program provides for carbon monoxide, ozone, particulate matter, air toxics and climate change pollutants. The assessment takes into account a comprehensive emissions inventory, population growth and vehicle miles traveled.
- 2) California tests model year vehicles 1 year old or older when being registered from out-of-state for the first time. Also a test is required for vehicles being sold if over 4 years old. Otherwise, vehicles 6 years old or newer are exempt from testing.
- 3) Colorado exempts the newest 4 model years for diesel and 7 years for gasoline.