

State of Oregon Department of Environmental Quality 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 <u>other states'</u> vehicle inspection programs.



State of Oregon Department of Environmental Quality 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 | ОН | OR | IL | СА |
|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 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 |
| 2014 | 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 Newer¹ Model Years in each State

| (As | of | 201 | 15) |
|-----|----|-----|-----|
|-----|----|-----|-----|

| AZ | 5 | GA | 3 | | ME | 1 |
|----|---|----|---|---|----|--------|
| DE | 5 | WI | 3 | | MA | 1 |
| ID | 5 | LA | 2 | | NH | 1 |
| NJ | 5 | MD | 2 | | NC | 1 |
| WA | 5 | NY | 2 | | PA | 1 |
| СТ | 4 | MO | 2 | | TN | 1 |
| IL | 4 | NV | 2 | | VT | 1 |
| IN | 4 | RI | 2 | | DC | 1 |
| NM | 4 | TX | 2 | | CA | Note 2 |
| OH | 4 | UT | 2 |] | CO | Note 3 |
| | | | | | | |

Notes:

OR

1) States exempt newer model years because they typically have lower mileage which are less likely to cause excessive emissions.

VA

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.

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3) Colorado exempts the newest 4 model years for diesel and 7 years for gasoline.

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