2010 Annual Report

July 2011

Prepared By

Missouri Department of Natural Resources
Division of Environmental Quality
Air Pollution Control Program
Reports and Data Required by Federal Rule

Reports below are in the order of federal regulation. Federal requirements are in bold type and the Missouri Department of Natural Resources response follows each requirement. Responses that are data tables are found in the Attachments.

TITLE 40--PROTECTION OF ENVIRONMENT

CHAPTER I--ENVIRONMENTAL PROTECTION AGENCY

SUBCHAPTER C--AIR PROGRAMS

PART 51--REQUIREMENTS FOR PREPARATION, ADOPTION, AND SUBMITTAL OF IMPLEMENTATION PLANS

SUBPART S--INSPECTION/MAINTENANCE PROGRAM REQUIREMENTS

§ 51.366 Data analysis and reporting.

Data analysis and reporting are required to allow for monitoring and evaluation of the program by program management and the Environmental Protection Agency (EPA), and shall provide information regarding the types of program activities performed and their final outcomes, including summary statistics and effectiveness evaluations of the enforcement mechanism, the quality assurance system, the quality control program, and the testing element. Initial submission of the following annual reports shall commence within 18 months of initial implementation of the program as required by Sec. 51.373 of this subpart. The biennial report shall commence within 30 months of initial implementation of the program as required by Sec. 51.373 of this subpart.

(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:

The following responses cover data gathered from January through December 2010. See Attachment 1 for a Summary of information from Attachments 2-16.

(1) The number of vehicles tested by model year and vehicle type;

See Attachment 2 – (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;
See Attachment 3 – (2i) Vehicles Failing Initially

(ii) Failing the first retest per test type;
See Attachment 4 – (2ii) Vehicles Failing the First Retest

(iii) Passing the first retest per test type;
See Attachment 5 – (2iii) Vehicles Passing the First Retest

(iv) Initially failed vehicles passing the second or subsequent retest per test type;
See Attachment 6 – (2iv) Vehicles Passing the Second or Subsequent Retest

(v) Initially failed vehicles receiving a waiver; and
See Attachment 7 – (2v) Initially Failed Vehicles Receiving a Waiver

(vi) Vehicles with no known final outcome (regardless of reason).
See Attachment 8 – (2vi) Vehicles with No Known Final Outcome

(vii) –(x) [Reserved]

(xi) Passing the on-board diagnostic check;
See Attachment 9 – (2xi-xii) Vehicles Passing/Failing the On-Board Diagnostic Test

(xii) Failing the on-board diagnostic check;
See Attachment 9 – (2xi-xii) Vehicles Passing/Failing the On-Board Diagnostic Test

(xiii) Failing the on-board diagnostic check and passing the tailpipe test (if applicable);
N/A

(xiv) Failing the on-board diagnostic check and failing the tailpipe test (if applicable);
N/A
(xv) Passing the on-board diagnostic check and failing the I/M gas cap evaporative system test (if applicable);
N/A

(xvi) Failing the on-board diagnostic check and passing the I/M gas cap evaporative system test (if applicable);
N/A

(xvii) Passing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);
N/A

(xviii) Failing both the on-board diagnostic check and I/M gas cap evaporative system test (if applicable);
N/A

(xix) MIL is commanded on and no codes are stored;
See Attachment 10 – (2xix) MIL is Commanded On and No Codes Are Stored

(xx) MIL is not commanded on and codes are stored;
See Attachment 11 – (2xx) MIL is Not Commanded On and Codes Are Stored

(xxi) MIL is commanded on and codes are stored;
See Attachment 12 – (2xxi) MIL is Commanded On and Codes Are Stored

(xxii) MIL is not commanded on and codes are not stored;
See Attachment 13 – (2xxii) 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;
See Attachment 14 – (2xxiii) Vehicles Failing the Readiness Status

(3) The initial test volume by model year and test station;
See Attachment 15 – (3) Initial Test Volume by Model Year and Test Station

(4) The initial test failure rate by model year and test station; and
See Attachment 16 – (4) Initial Test Failure Rate by Model Year and Test Station
(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.

N/A

(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;

There were 700 GVIP licensed stations with 709 lanes in operation for the entire year of 2010. This includes both public and private stations but does not include Systech International (STI), Missouri State Highway Patrol (MSHP) or Missouri Department of Natural Resources (Department) stations/lanes. These would account for an additional 5 stations and 49 lanes.

(ii) Operating for only part of the year;

In addition to the stations noted above there were 150 GVIP licensed stations with 152 lanes that operated less than 12 months out of the year.

(2) The number of inspection stations and lanes operating throughout the year:

(i) Receiving overt performance audits in the year;

9,958 overt audits of GVIP stations were performed in 2010. Of these, the Department performed 5,019 (which included 1,737 lanes) and the MSHP performed 4,935 (which included audits of all lanes at the station). This indicates that every station and every lane received at least one overt performance audit during the year. These numbers include audits of those stations that operated both greater than ten months of 2010 and less than 10 months of 2010.

(ii) Not receiving overt performance audits in the year;

All stations received at least one overt performance audit during this period, many received multiple audits.
(iii) **Receiving covert performance audits in the year;**

265 in-station covert audits of licensed stations were performed in 2010. The Department performed 155 of these and MSHP performed 110.

In addition to the above, the Department conducted data investigations regarding various aspects of the GVIP, such as Vehicle Identification Number (VIN) mismatches, OBD “fingerprint” mismatches, multiple 'readiness monitor fails' on the same vehicle, and 'Repair Verification' action regarding problem waivers. In 2010, the Department conducted 17 such audits. Because the station is unaware of this type of audit, we consider them covert audits as well.

Finally, the Department conducts a ‘repair audit’ with each waiver application to ensure the repairs made are appropriate and well-documented. Again, as the station is unaware of these audits, we consider them an additional type of covert audit. The Department conducted 582 repair audits on 324 stations in 2010.

Each station received at least one covert audit during the year via one of these methods.

(iv) **Not receiving covert performance audits in the year; and**

645 stations did not receive a physical covert audit by Department staff. As mentioned above, the Department conducted repair audits of 324 stations in 2010. In addition, the Department and the MSHP routinely conduct data audits also mentioned above. Each time they are conducted, these data audits pull information from all stations. Therefore, through the various types of covert audits, every station was subjected to a covert audit at least once throughout the year.

(v) **That have been shut down as a result of overt performance audits;**

3 inspection stations had licenses suspended or revoked as a result of overt audits by the MSHP.

(3) **The number of covert audits:**

As noted in previous reports, the MSHP does not have a vehicle with “set to fail” capabilities.

(i) **Conducted with the vehicle set to fail per test type;**

The Department performed 155 covert audits in 2010. Each vehicle is set up:
1) with a Diagnostic Trouble Code (DTC) embedded in it by a technical service center. This ensures that every covert vehicle will fail, at a minimum, the OBD test for DTC reasons
2) with the ability for the Department auditor to allow the Malfunction Indicator Lamp (MIL) to illuminate as it should or to be turned off.

Of these audits:
- 155 were conducted on a vehicle set to fail for OBD DTC;
- 155 were conducted on a vehicle set to fail OBD MIL Test;
- 0 were conducted on a vehicle set to fail for OBD Readiness;
- 26 were conducted on a vehicle set to fail for Safety (One of the covert vehicles is set to fail Safety inspections due to a missing catalytic converter.)

(ii) Conducted with the vehicle set to fail any combination of two or more test types;

The Department performed 155 covert audits with the vehicle set to fail any combination of two or more test types in 2010.
- 129 were conducted on a vehicle set to fail both OBD MIL & OBD DTC.
- 26 were conducted on a vehicle set to fail OBD MIL, OBD DTC and Safety.

(iii) Resulting in a false pass per test type;

All covert audits in 2010 resulted in an overall failure for the vehicle’s emission inspection. However, 48 covert audits resulted in a false pass for the MIL Verification Test as a result of the Inspector/Mechanic passing this test although the MIL was mechanically set to not illuminate by the Department auditor. The Department plans to begin enforcement on these false passes, though they did not result in a “Pass” for the vehicle’s emissions inspection in 2011.

No false passes were recorded for OBD DTC or Readiness.

There were 18 false results for the vehicle’s safety inspection. All of these false results were in relation to the vehicle with a missing catalytic converter and resulted in a “Pass” for the missing catalytic converter.

(iv) Resulting in a false pass for any combination of two or more test types;

None of the covert audits for a vehicle set to fail resulted in a false pass in 2010. In addition, none had false passes for more than one test type.

(v) - (viii) [Reserved]
(4) The number of inspectors and stations:

(i) That were suspended, fired, or otherwise prohibited from testing as a result of covert audits;

All suspensions and revocations (described below) were the result of overt audits.

(ii) That were suspended, fired, or otherwise prohibited from testing for other causes; and

The MSHP suspended or revoked 3 station and 7 Inspector/Mechanic licenses in 2010.

(iii) That received fines;

The APCP established a penalty matrix including provisions for civil and criminal enforcement of the requirements of the GVIP. Please see Attachment 17 for a copy of this matrix. In 2010, the APCP began enforcement based on this matrix.

In October 2010, the Air Program initiated negotiations for civil penalties with a GVIP facility in Hazelwood, MO, to settle violations for multiple fraudulent emissions inspections. Negotiations are on-going.

(5) The number of inspectors licensed or certified to conduct testing;

There were approximately 5,806 Inspector/Mechanics licensed to conduct testing under the GVIP in 2010.

(6) The number of hearings:

(i) Held to consider adverse actions against inspectors and stations; and

The MSHP conducted one hearing with an Inspector/Mechanic under the GVIP.

(ii) Resulting in adverse actions against inspectors and stations;

The MSHP hearing resulted in a suspension of the Inspector/Mechanic’s license and a “Written Warning” for the inspection station. In August 2010, the Department of Justice announced the federal indictment of three licensed emissions inspectors employed by Clark Tire Wholesale in Imperial, MO. Sentences are scheduled to be given in early 2011.
(7) The total amount collected in fines from inspectors and stations by type of violation;

The APCP began their first GVIP enforcement case in October 2010 and expects fines to be collected from both the station and the inspectors. Negotiations are ongoing; therefore, amounts will be reported in the 2011 Annual Report.

In addition, the U.S. Attorney’s Office indicted three inspectors from a GVIP station located in Imperial, MO. Each received one felony violation of the Clean Air Act. Final judgments and fines will be reported in the 2011 Annual Report.

(8) The total number of covert vehicles available for undercover audits over the year; and

There were 6 Department owned vehicles and 5 MSHP vehicle used to perform covert audits during this reporting period.

(9) The number of covert auditors available for undercover audits.

During this reporting period, the Department had 6 staff members available for covert audits. The MSHP had 12 staff available to perform covert audits.

(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;

In 2010, there were 841 GVIP licensed stations and 867 lanes in operation (as noted above, this excludes STI, Department, and MSHP stations and lanes).

(2) The number of equipment audits by station and lane;

The Department’s staff conducted 1,711 station equipment audits, which included 1,737 lanes. This indicates that each station received at least one audit by Department staff, and some received two. All overt audits conducted by the MSHP are also equipment audits. MSHP conducted 4,935 station audits.

In addition, Department auditors routinely audit software. They assist in development of acceptance test procedures and also participate in acceptance testing on all software versions released during the calendar year. They provide approval or request additional modifications as appropriate.
(3) The number and percentage of stations that have failed equipment audits; and

84 stations failed inspections for equipment violations. This equates to approximately 9.9% of stations.

(4) Number and percentage of stations and lanes shut down as a result of equipment audits.

128 stations were locked down until the equipment was fixed as a result of equipment audits.

(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 database;

According to the Missouri Department of Revenue’s (DOR) vehicle registration database, 1,313,419 vehicles were subject to the Gateway Vehicle Inspection Program in 2010.

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

For the reporting year, GVIP inspection stations performed 706,075 initial emission tests. These tests include vehicle transfers (used vehicles sold and required to be reinspected) and some federal, state and local government fleet vehicles that are not on the registration database (fewer than 3,000).

Assuming that roughly half of the 1,313,419 vehicles should be emission inspected during each year of the GVIP, then 656,710 vehicles should have received an emission test. However, as noted in last year’s Annual Report, a more accurate measure of compliance may be found in Attachment 8 (2vi-Vehicles with No Known Final Outcome) which indicates that out of 27,525 emissions failures, 4,271 vehicles never passed an emission inspection. This indicates a non-compliance rate of 16% and in turn a compliance rate of 84%.
(iii) The total number of compliance documents issued to inspection stations;

All compliance documents are stored on the Missouri Decentralized Analyzer System (MDAS) unit in the inspection lane. Because of this feature, they are printed on an as required basis so the number issued would correlate directly to the number of inspections performed or passed as appropriate.

(iv) The number of missing compliance documents;

As noted above, a complete set of compliance documents are stored on the MDAS unit in each lane and are available to be printed on an as needed basis.

(v) The number of time extensions and other exemptions granted to motorists; and

**Cost-based emissions waivers** are available if a motorist has spent more than $450 on emissions-related repairs and labor if a Missouri Recognized Repair Technician performs the repairs. If the vehicle owner performs the repairs, the owner must spend at least $400 in qualified emissions-control parts, as determined by the EPA, toward the waiver amount. If vehicle owners are financially dependent solely on state and federal disability, benefits or other public assistance programs and anticipate failing the emissions test, they may receive a waiver if they spend at least $200 on emissions-related repairs and labor. The Department granted 675 cost based waivers in 2010.

**Out-of-area waivers** are also available. If a vehicle is registered in the St. Louis ozone nonattainment area, but operating outside of that area for the following 24 consecutive months, owners may apply to the Department for an out-of-area waiver. Examples include vehicles used by family members away at college or on farm property outside of the St. Louis area. Out of Area Waivers, valid for the period of registration, are given to motorists of such vehicles. The Department granted 486 Out-of-area waivers in 2010.

**Reciprocity waivers** are also available. If a vehicle is in a state other than Missouri and that state conducts pass/fail OBD testing, the motorist may choose to have the vehicle emissions inspected in that state and submit a reciprocity waiver application to the department. The Department also uses these as “Technical Waivers.” The Department granted 101 Reciprocity waivers in 2010.

**Mileage-Based Exemptions** are also available. There are 3 categories of motor vehicles eligible for mileage-based exemptions:
1.) New motor vehicles, of model years of the current calendar year and within two (2) years of the current calendar year that have an odometer reading of fewer than 6,000 miles at the time of original sale by a motor vehicle manufacturer or licensed motor vehicle dealer to the first user,

2.) New motor vehicles that have not been previously titled and registered, for the 4-year period following their model year of manufacture, that have an odometer reading of fewer than 40,000 miles showing at the first required biennial safety inspection

3.) Motor vehicles that are driven fewer than 12,000 miles between biennial safety inspections.

The Department granted 1,563 mileage-based exemptions in 2010.

(vi) The number of compliance surveys conducted, number of vehicles surveyed in each, and the compliance rates found.

The Department conducted three compliance surveys in 2010 regarding vehicles that applied, and received, out-of-area waivers. In all three instances, the vehicles were found inside the nonattainment area. Warning letters were issued to all three owners.

(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

Real Time Inspection Data/Paperless Inspection Verification
Each lane is connected to the VID using a dedicated Internet connection at the inspection station. At the completion of each vehicle inspection, the lane software automatically uploads the inspection data to the VID, where it then becomes immediately available to the DOR contract license offices and online registration system for inspection verification. As a result of this real time paperless inspection verification system, GVIP has simplified registration verification and increased registration integrity for St. Louis area DOR contract license offices. Contract license offices now have the ability to quickly identify fraudulent vehicle inspection reports (VIRs) that motorists attempt to use to bypass the vehicle inspection requirements. Contract license offices now contact the Department as soon as such attempts have been prevented so that the Department and MSHP can initiate immediate investigation of the source of these fraudulent VIRs.
In addition to the ability to use real-time inspection data and paperless verification, the GVIP program utilizes the Sierra Look-Up Table data and POLK VIN Decode data to define the vehicle for the Inspector/Mechanic, including the GVWR and fuel type. The DOR also has a data sheet with information regarding manufacturer types and weight classifications based on VIN.

(ii) The number of registration file audits, number of registrations reviewed, and compliance rates found in such audits.

The Department did not audit or review any registration files during this reporting period. However, the Department and DOR have updated the Memorandum of Understanding (MOU) with regard to this data sharing. The Department submitted the official request to DOR in late 2009 and we should begin receiving data shortly. Once we begin receiving data, the Department plans to utilize this information to determine fraudulent registrations and pursue enforcement action.

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

The Gateway Vehicle Inspection Program is primarily enforced with a registration denial based program rather than a computer-matching system. However, we do have the ability to implement some computer-matching based measures as well. As noted in Section (b)(2)(iii), the Department does conduct data investigation using various reporting tools, for example, reports which show VIN mismatches, OBD “fingerprint” mismatches, vehicles with multiple ‘readiness monitor fails’ and ‘Repair Verification’ action regarding problem waivers.

(i) The number and percentage of subject vehicles that were tested by the initial deadline, and by other milestones in the cycle;

Vehicles may be inspected, and if passing, renew their registration up to 6 months prior to their registration renewal deadline. The Department will begin tracking this information as soon as we begin receiving DOR registration data

(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

The system utilizes the Sierra Look-Up Table and POLK to decode the VIN and define the vehicle. Changes to GVWR or fuel type require station management approval.
In addition, Department and MSHP staff are able to compare vehicle information entered in the VIR to the Inspector/Mechanic’s photographs of the vehicle’s VIN, rear license plate and odometer attached to the electronic VIR. As noted above, the Department and MSHP also frequently conduct data investigation using various reports including those which show VIN mismatches and OBD “fingerprint” mismatches to identify and address attempts to circumvent program requirements.

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

The Department anticipates beginning these types of audits as soon as transmittal of DOR registration data begins.

(4) Sticker-based enforcement systems shall provide the following additional information:

The Gateway Vehicle Inspection Program is not enforced with a sticker-based system. Although a windshield sticker is issued to any vehicle that passes an emissions test or receives a waiver, the stickers are not currently used as an enforcement tool.

(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.

(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

Established in 2007, the decentralized Gateway Vehicle Inspection Program is still in place with no major structural changes.

In 2010, the APCP focused on increasing the number of covert audits. In 2008, inspectors conducted 23 covert audits compared to 155 in 2010. In addition to physical station audits, the APCP began to conduct “data audits” which consist of running an array of reports focused on revealing fraudulent inspections. The APCP conducted 17 such audits in 2010. These “data audits” have proved to be very successful in identifying stations as well as individual inspectors that are non-compliant.
In addition, the APCP began official enforcement through the GVIP in October 2010. The APCP initiated negotiations with one station for conducting fraudulent emissions inspection and has another one ready to begin in early 2011. The first two enforcement cases will be with stations as a whole; however, the APCP hopes to begin enforcement against the individual inspectors as well in 2011.

(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.

The Department and Highway Patrol continually strive to improve our ability to detect fraud and ensure data integrity. We continue to move forward by identifying areas of improvement to the GVIP, including:

· Increase efforts to seek out and prevent fraudulent inspection procedures in addition to clean scanning violations. With ongoing improvements to the reporting system, we can more efficiently identify improper inspections.
· Continue working with DOR to identify and prevent invalid registration due to counterfeit inspection reports.
· Develop measures along with the Missouri Attorney General’s Office Consumer Protection Division and DOR to bring enforcement action against used car dealers who fail to meet the requirements of the statute. RSMo. 643.315.4 requires a dealer to obtain a passing emissions test before sale or clearly state in the sales contract that the purchaser may return the vehicle to the dealer for retest and repair within ten days of sale should the vehicle fail an emissions test.
· Develop a more stringent and comprehensive schedule of covert audits to identify and prevent fraudulent emissions inspection activity.

(f) SIP requirements. The SIP shall describe the types of data to be collected.

The St. Louis area I/M SIP was initially approved by the EPA on May 18, 2000, and revisions approved on May 12, 2003 and on May 13, 2004. The Department submitted the most recent I/M SIP amendment to the EPA on December 7, 2007. On April 15, 2008, the EPA found the I/M SIP submittal to be both administratively and technically complete. A technical support document for the most recent rule revision was submitted on June 10, 2009.
**Tests Report Period**: From Date 1/1/2010 To 12/31/2010

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<th>% of Total Vehicle Tested</th>
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<td>712,945</td>
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(2) By model year and vehicle type, the number and percentage of vehicles

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<th>Subtotals</th>
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<td>771,037</td>
<td>771,037</td>
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(2i) Failing Initially per test type

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<td>27,525</td>
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(2ii) Failing the first retest per test type

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<th>Subtotals</th>
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<tr>
<td>1,567</td>
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(2iii) Passing the first retest per test type

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<td>20,640</td>
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(2iv) Initially failed vehicles passing the second or greater retest

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<td>977</td>
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(2v) Initially Failed Vehicles Receiving a Waiver

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<td>741</td>
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(2vi) Vehicles with no known final outcome (regardless of reason)

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<td>4,271</td>
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(2vii) Passing the OBD test

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(2viii) Failing the On-Board Diagnostic check

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<tr>
<td>5,908</td>
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(2ix) MIL On and No DTCs stored

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(2x) MIL Off and DTCs stored

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<tr>
<td>51,847</td>
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(2xi) MIL On and DTCs stored

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<td>642,199</td>
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(2xii) MIL Off and No DTCs stored

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(2xiii) Not Ready for the OBD test

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(1) The number of vehicles tested by model year and vehicle type
From 1/1/2010 To 12/31/2010

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# OBD Tests

From 1/1/2010 To 12/31/2010

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(2ii) Vehicles Failing the First retest  
From 1/1/2010 To 12/31/2010

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(2iii) Vehicles Passing the First Retest
From 1/1/2010 To 12/31/2010

### OBD Tests

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**OBD Tests**

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## OBD Tests

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## OBD Tests

From 1/1/2010 To 12/31/2010

### (2vi) Vehicles with no known final outcome

#### Total

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## (2xi-xii) Vehicles Passing/Failing the On-Board Diagnostic Test

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Print Date: 5/4/2011 2:54:07 PM V10.01 /OBD/EPA New/EPA2xi_xii_Vehicles_passing_or_failing_the_on-
(2xix) MIL is commanded on and no codes are stored
From 1/1/2010 To 12/31/2010

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Print Date: 5/4/2011 2:54:36 PM V10.01 /OBD/EPA New/EPA2xix_MIL_is_commanded_on_and_no_codes_are_stored
### (2xx) MIL is not commanded on and codes are stored

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**MISSOURI Vehicle Inspection Program**

**(2xxi) MIL is commanded on and codes are stored**

*From 1/1/2010 To 12/31/2010*

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### MIL is not commanded on and codes are not stored

From 1/1/2010 To 12/31/2010

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## (2xxiii) Vehicles Failing the Readiness Status

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From 1/1/2010 To 12/31/2010

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| 1996    | 11     | 72     | 70     | 50     | 32     | 39     | 36     | 25     | 63     | 55     | 51     | 116    | 3      | 7      | 40     | 82     | 47     | 24     |
| 1997    | 5      | 19     | 19     | 15     | 12     | 16     | 9      | 5      | 14     | 23     | 25     | 46     | 4      | 9      | 13     | 41     | 18     | 3      |
| 1998    | 25     | 113    | 127    | 58     | 35     | 56     | 43     | 52     | 98     | 83     | 107    | 149    | 9      | 22     | 66     | 155    | 54     | 35     |
| 1999    | 9      | 33     | 21     | 16     | 28     | 9      | 12     | 8      | 23     | 19     | 26     | 61     | 12     | 12     | 43     | 14     | 10     | 21     |
| 2000    | 40     | 144    | 197    | 76     | 48     | 62     | 57     | 70     | 149    | 103    | 156    | 142    | 7      | 49     | 80     | 216    | 80     | 70     |
| 2001    | 14     | 29     | 35     | 15     | 10     | 5      | 8      | 8      | 11     | 18     | 26     | 43     | 1      | 16     | 21     | 52     | 12     | 10     |
| 2002    | 86     | 168    | 276    | 67     | 43     | 68     | 74     | 82     | 149    | 84     | 272    | 124    | 16     | 69     | 90     | 207    | 99     | 58     |
| 2003    | 13     | 16     | 30     | 10     | 10     | 7      | 10     | 7      | 12     | 13     | 29     | 18     | 4      | 32     | 17     | 45     | 12     | 5      |
| 2004    | 93     | 155    | 339    | 50     | 31     | 68     | 64     | 86     | 133    | 86     | 283    | 91     | 5      | 105    | 90     | 227    | 90     | 56     |
| 2005    | 27     | 20     | 28     | 3      | 7      | 5      | 7      | 8      | 13     | 8      | 34     | 14     | 2      | 68     | 20     | 40     | 9      | 9      |
| 2006    | 119    | 129    | 311    | 45     | 31     | 52     | 55     | 86     | 109    | 58     | 261    | 42     | 6      | 166    | 96     | 227    | 64     | 47     |
| 2007    | 30     | 12     | 36     | 1      | 4      | 5      | 7      | 4      | 10     | 6      | 22     | 10     | 118    | 28     | 24     | 4      | 6      | 12     |
| 2008    | 171    | 102    | 286    | 34     | 17     | 47     | 64     | 62     | 63     | 39     | 239    | 28     | 7      | 226    | 81     | 171    | 41     | 33     |
| 2009    | 22     | 5      | 8      | 3      | 2      | 4      | 4      | 2      | 13     | 2      | 73     | 15     | 12     | 3      | 1      | 5      |       |
| 2010    | 8      | 2      | 4      |       | 1      | 1      | 9      | 1      | 9      | 1      | 33     | 2      | 1      |       |       |       |       |
| 2011    |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       | 1      |
| **Total** | 673   | 1019  | 1787   | 440    | 308    | 442    | 449    | 507    | 852    | 597    | 1553   | 887    | 64     | 1006   | 669    | 1544   | 547    | 367    | 700    |
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## (3) Initial Test Volume by Model Year and Test Station

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## (3) Initial Test Volume by Model Year and Test Station

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|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1996    | 74     | 6      | 7      | 74     | 74     | 16     | 64     | 45     | 12     | 37     | 20     | 22     | 23     | 37     | 60     | 46     | 59     | 10     |
| 1997    | 29     | 1      | 1      | 30     | 25     | 6      | 16     | 9      | 2      | 9      | 3      | 3      | 20     | 17     | 13     | 12     | 14     | 4      |
| 1998    | 116    | 14     | 8      | 127    | 115    | 29     | 114    | 86     | 18     | 63     | 39     | 19     | 65     | 71     | 99     | 72     | 103    | 19     |
| 1999    | 28     | 11     | 2      | 38     | 38     | 16     | 30     | 17     | 6      | 10     | 10     | 12     | 25     | 28     | 22     | 8      | 19     | 6      |
| 2000    | 155    | 25     | 10     | 205    | 129    | 73     | 166    | 123    | 36     | 108    | 86     | 33     | 110    | 96     | 184    | 119    | 194    | 24     |
| 2001    | 26     | 29     | 2      | 37     | 32     | 40     | 35     | 24     | 7      | 11     | 21     | 23     | 23     | 42     | 35     | 15     | 25     | 4      |
| 2002    | 173    | 39     | 11     | 270    | 112    | 142    | 252    | 152    | 39     | 120    | 104    | 49     | 152    | 94     | 278    | 173    | 253    | 25     |
| 2003    | 23     | 47     | 1      | 35     | 23     | 68     | 34     | 34     | 5      | 11     | 10     | 9      | 39     | 32     | 38     | 24     | 28     | 5      |
| 2004    | 175    | 47     | 5      | 324    | 121    | 206    | 279    | 2      | 142    | 29     | 94     | 125    | 37     | 192    | 75     | 243    | 119    | 271    | 26     |
| 2005    | 11     | 43     | 1      | 33     | 21     | 110    | 25     | 25     | 4      | 5      | 17     | 19     | 36     | 26     | 38     | 13     | 24     | 4      |
| 2006    | 147    | 73     | 3      | 267    | 82     | 275    | 342    | 3      | 112    | 44     | 91     | 128    | 29     | 188    | 48     | 304    | 114    | 214    | 24     |
| 2007    | 15     | 44     | 1      | 41     | 20     | 306    | 50     | 1      | 12     | 5      | 7      | 18     | 14     | 41     | 10     | 109    | 14     | 28     |
| 2008    | 103    | 39     | 4      | 288    | 59     | 337    | 296    | 1      | 58     | 20     | 71     | 122    | 18     | 172    | 30     | 353    | 98     | 206    | 13     |
| 2009    | 10     | 12     | 2      | 12     | 4      | 276    | 15     | 5      | 1      | 2      | 3      | 6      | 14     | 11     | 95     | 3      | 32     | 2      |
| 2010    | 2      | 2      | 4      | 1      | 356    | 5      | 1      | 3      | 3      | 8      | 2      | 46     | 2      | 8      |        |        |        |        |
| 2011    |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |        |
| Total   | 1087   | 432    | 58     | 1785   | 856    | 2256   | 1723   | 7      | 845    | 228    | 639    | 709    | 296    | 1108   | 619    | 1917   | 832    | 1478   | 166    |

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### (3) Initial Test Volume by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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|---------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 1996    | 47     | 7      | 114    | 25     | 12     | 56     | 45     | 52     | 127    | 79     | 73     | 34     | 62     | 97     | 66     | 36     | 18     |
| 1997    | 8      | 33     | 9      | 7      | 24     | 17     | 13     | 31     | 20     | 14     | 21     | 33     | 97     | 66     | 36     | 18     |
| 1998    | 51     | 20     | 188    | 44     | 34     | 85     | 80     | 65     | 190    | 108    | 165    | 49     | 106    | 195    | 88     | 43     | 26     |
| 1999    | 9      | 1      | 50     | 10     | 11     | 39     | 14     | 22     | 51     | 18     | 19     | 16     | 44     | 35     | 16     | 7      | 3      |
| 2000    | 64     | 1      | 278    | 42     | 63     | 118    | 115    | 95     | 301    | 132    | 213    | 56     | 137    | 312    | 141    | 74     | 28     | 1      |
| 2001    | 5      | 64     | 10     | 22     | 30     | 17     | 26     | 62     | 9      | 26     | 25     | 30     | 47     | 10     | 11     | 2      | 4      |
| 2002    | 71     | 1      | 385    | 36     | 155    | 132    | 153    | 152    | 389    | 143    | 299    | 54     | 141    | 435    | 166    | 89     | 24     | 4      |
| 2003    | 11     | 65     | 7      | 34     | 10     | 19     | 19     | 45     | 12     | 37     | 12     | 20     | 37     | 16     | 11     | 2      | 4      |
| 2004    | 49     | 5      | 414    | 39     | 274    | 95     | 150    | 146    | 317    | 106    | 307    | 29     | 116    | 488    | 130    | 60     | 27     | 4      |
| 2005    | 3      | 80     | 6      | 71     | 12     | 17     | 28     | 38     | 8      | 35     | 7      | 16     | 1      | 44     | 11     | 9      | 4      | 2      |
| 2006    | 27     | 3      | 480    | 36     | 254    | 73     | 134    | 140    | 257    | 68     | 281    | 34     | 81     | 24     | 448    | 113    | 51     | 21     | 13     |
| 2007    | 3      | 2      | 76     | 2      | 209    | 5      | 8      | 36     | 30     | 7      | 27     | 3      | 10     | 44     | 4      | 5      | 1      | 1      |
| 2008    | 26     | 10     | 537    | 24     | 400    | 43     | 112    | 116    | 241    | 42     | 280    | 29     | 44     | 6      | 399    | 96     | 36     | 18     | 9      |
| 2009    | 1      | 1      | 26     | 2      | 8      | 10     | 11     | 2      | 21     | 2      | 1      | 19     | 3      | 2      | 19     | 3      | 2      |
| 2010    | 1      | 1      | 10     | 2      | 29     | 1      | 2      | 2      | 7      | 1      | 13     | 1      | 1      | 1      | 1      | 1      |
| 2011    | 1      | 1      | 1      | 1      | 15     | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      |
| **Total** | 375   | 52    | 2800   | 291    | 1639   | 724    | 890    | 922    | 2092   | 754    | 1805   | 371    | 842    | 31     | 2629   | 875    | 444    | 178    | 26     |
# (3) Initial Test Volume by Model Year and Test Station

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**From 1/1/2010 To 12/31/2010**

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| 1997    | 6      | 6      | 4      | 7      | 14     | 5      | 13     | 3      | 37     | 18     | 4      | 18     | 50     | 5      | 9      | 1      | 2      | 3      |
| 1998    | 21     | 88     | 52     | 18     | 57     | 22     | 61     | 19     | 100    | 50     | 27     | 50     | 151    | 15     | 67     | 3      | 12     | 39     |
| 1999    | 2      | 18     | 5      | 9      | 18     | 9      | 17     | 4      | 43     | 14     | 12     | 26     | 48     | 7      | 10     | 3      | 9      | 9      |
| 2000    | 31     | 139    | 80     | 23     | 68     | 27     | 90     | 23     | 155    | 84     | 74     | 88     | 192    | 23     | 92     | 2      | 59     | 59     |
| 2001    | 14     | 27     | 11     | 24     | 19     | 9      | 12     | 4      | 26     | 19     | 31     | 22     | 39     | 8      | 12     | 22     | 9      | 31     |
| 2002    | 20     | 226    | 72     | 34     | 69     | 49     | 76     | 15     | 175    | 107    | 136    | 84     | 228    | 32     | 110    | 25     | 82     | 56     |
| 2003    | 4      | 32     | 6      | 22     | 9      | 7      | 14     | 3      | 20     | 12     | 50     | 16     | 32     | 12     | 10     | 4      | 40     | 3      |
| 2004    | 23     | 243    | 77     | 39     | 79     | 33     | 90     | 12     | 154    | 94     | 202    | 59     | 176    | 23     | 83     | 42     | 122    | 45     |
| 2005    | 1      | 30     | 6      | 24     | 6      | 6      | 5      | 4      | 33     | 20     | 93     | 10     | 32     | 5      | 6      | 9      | 38     | 5      |
| 2006    | 19     | 229    | 76     | 41     | 49     | 26     | 60     | 10     | 152    | 132    | 347    | 49     | 172    | 17     | 87     | 83     | 140    | 31     |
| 2007    | 3      | 33     | 11     | 32     | 6      | 4      | 5      | 1      | 25     | 22     | 248    | 8      | 19     | 4      | 7      | 12     | 113    | 3      |
| 2008    | 6      | 258    | 68     | 23     | 36     | 16     | 54     | 5      | 109    | 84     | 440    | 28     | 126    | 11     | 44     | 96     | 210    | 21     |
| 2009    | 2      | 12     | 4      | 7      | 2      | 3      | 3      | 3      | 5      | 272    | 4      | 14     | 1      | 2      | 16     | 66     | 27     |
| 2010    | 7      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 1      | 115    | 2      | 15     | 22     | 1      | 6      |       |       |       |
| 2011    |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |       |
| **Total** | 163 | 1384 | 504 | 317 | 476 | 240 | 539 | 113 | 1111 | 688 | 2068 | 491 | 1370 | 172 | 579 | 312 | 941 | 312 | 1198 |

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(3) Initial Test Volume by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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# Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station
*From 1/1/2010 To 12/31/2010*

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# Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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Print Date: 5/4/2011 2:40:37 PM V10.01 /OBD/EPA New/EPA4_Initial_Test_Failure_Rate
# Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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**From 1/1/2010 To 12/31/2010**

### (4) Initial Test Failure Rate by Model Year and Test Station

#### From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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From 1/1/2010 To 12/31/2010

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Page 21
From 1/1/2010 To 12/31/2010

### (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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<td>5.00 %</td>
<td>0.00 %</td>
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<td>0.00 %</td>
<td>16.67 %</td>
<td>14.29 %</td>
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</table>
| 2002    | 3.75 % | 3.23 % | 3.23 % | 6.80 % | 2.97 % | 3.23 % | 1.85 % | 0.00 % | 2.00 % | 0.00 % | 0.00 % | 42.00 % | 3.70 % 
| 2003    | 0.00 % | 0.00 % | 0.00 % | 3.51 % | 3.33 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 33.33 % | 0.00 % |  
| 2004    | 1.37 % | 0.00 % | 9.52 % | 3.74 % | 3.80 % | 1.45 % | 0.00 % | 0.00 % | 1.25 % | 0.00 % | 0.00 % | 13.46 % | 4.76 % |
| 2005    | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 6.67 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 11.11 %|
| 2006    | 3.28 % | 0.00 % | 5.88 % | 3.73 % | 1.50 % | 0.00 % | 0.00 % | 0.60 % | 0.47 % | 1.32 % | 0.00 % | 11.11 % | 0.00 %|
| 2007    | 0.00 % | 0.00 % | 0.00 % | 2.35 % | 0.00 % | 0.00 % | 0.00 % | 0.39 % | 0.71 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % |
| 2008    | 0.00 % | 0.00 % | 0.00 % | 2.52 % | 0.00 % | 0.00 % | 5.88 % | 0.20 % | 0.53 % | 0.00 % | 0.00 % | 2.44 % | 0.00 % |
| 2009    | 0.00 % | 0.00 % | 0.00 % | 4.17 % | 0.00 % | 0.00 % | 0.00 % | 1.39 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % |
| 2010    | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 1.45 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % |
| 2011    | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % | 0.00 % |
| Total   | 2.73 % | 1.33 % | 6.12 % | 4.55 % | 2.62 % | 2.54 % | 1.07 % | 0.53 % | 0.74 % | 0.24 % | 0.00 % | 20.19 % | 6.91 % |  

Print Date: 5/4/2011 2:40:37 PM /OBD/EPA New/EPA4_Initial_Test_Failure_Rate
### (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station
From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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# (4) Initial Test Failure Rate by Model Year and Test Station

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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(4) Initial Test Failure Rate by Model Year and Test Station
From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

### From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station
### From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station
### From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station
From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station
**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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## (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

**From 1/1/2010 To 12/31/2010**

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### (4) Initial Test Failure Rate by Model Year and Test Station
From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

#### From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

### From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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## (4) Initial Test Failure Rate by Model Year and Test Station

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### (4) Initial Test Failure Rate by Model Year and Test Station
From 1/1/2010 To 12/31/2010

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### (4) Initial Test Failure Rate by Model Year and Test Station

From 1/1/2010 To 12/31/2010

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<td>3.82 %</td>
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<td>0.00 %</td>
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<td>2004</td>
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<td>0.00 %</td>
<td>1.63 %</td>
<td>1.37 %</td>
<td>0.00 %</td>
<td>3.03 %</td>
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<td>0.00 %</td>
<td>1.59 %</td>
<td>0.52 %</td>
<td>0.93 %</td>
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<td>0.63 %</td>
<td>0.00 %</td>
<td>4.44 %</td>
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<td>0.00 %</td>
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<td>0.00 %</td>
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<td>0.50 %</td>
<td>0.22 %</td>
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<td>0.00 %</td>
<td>0.00 %</td>
<td>2.59 %</td>
<td>0.00 %</td>
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<tr>
<td>2011</td>
<td>0.00 %</td>
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<tr>
<td><strong>Total</strong></td>
<td>3.99 %</td>
<td>0.44 %</td>
<td>1.39 %</td>
<td>2.18 %</td>
<td>0.36 %</td>
<td>7.24 %</td>
<td>3.82 %</td>
<td>0.79 %</td>
<td>4.90 %</td>
<td>3.45 %</td>
<td>1.29 %</td>
<td>2.79 %</td>
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</table>
## (4) Initial Test Failure Rate by Model Year and Test Station

### From 1/1/2010 To 12/31/2010

<table>
<thead>
<tr>
<th>Station</th>
<th>296409</th>
<th>296419</th>
<th>296426</th>
<th>296434</th>
<th>296437</th>
<th>296484</th>
<th>296487</th>
<th>296582</th>
<th>Total</th>
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<tr>
<td>1996</td>
<td>0.00%</td>
<td>12.28%</td>
<td>0.00%</td>
<td>5.11%</td>
<td>9.09%</td>
<td>2.35%</td>
<td>4.35%</td>
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</tr>
<tr>
<td>1997</td>
<td>16.67%</td>
<td>22.58%</td>
<td>0.00%</td>
<td>2.86%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
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<td>5.15%</td>
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<td>11.90%</td>
<td>2.72%</td>
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<td>20.00%</td>
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<td>25.00%</td>
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</tr>
<tr>
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<td>4.08%</td>
<td>9.52%</td>
<td>3.64%</td>
<td>3.45%</td>
<td>5.88%</td>
<td>7.34%</td>
<td>5.00%</td>
<td>6.67%</td>
<td>5.79%</td>
</tr>
<tr>
<td>2001</td>
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<td>6.25%</td>
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<td>0.00%</td>
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<td>1.98%</td>
<td>2.71%</td>
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<td>1.75%</td>
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<td>2.56%</td>
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<tr>
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<td>0.47%</td>
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<td>2.70%</td>
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<td>0.16%</td>
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<td>0.00%</td>
<td>0.72%</td>
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<td>1.55%</td>
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<td>2009</td>
<td>0.79%</td>
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<td>1.49%</td>
<td>0.00%</td>
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<td>0.00%</td>
<td>0.00%</td>
<td>0.00%</td>
<td>1.09%</td>
<td>1.09%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>0.68%</td>
<td>8.00%</td>
<td>0.83%</td>
<td>3.52%</td>
<td>3.43%</td>
<td>2.72%</td>
<td>1.09%</td>
<td>1.38%</td>
<td>3.86%</td>
</tr>
<tr>
<td>VIOLATION</td>
<td>STATUTE / REGULATION</td>
<td>LEVEL OF VIOLATION RELATED TO STATION</td>
<td>LEVEL OF VIOLATION RELATED TO INSPECTOR MECHANIC (IM)</td>
<td>NOTES</td>
<td></td>
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<td>--------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>1 It is a violation of rules to conduct bad faith or fraudulent repairs. Statutes prohibit fraudulent merchandising practices.</td>
<td>10 CSR 10-5.381 (3) (N) 3. l. (I-III) G. Section 407.095 &amp; 407.100. 10 CSR 10-5.381 (3) (N) 2</td>
<td>Major</td>
<td>Major</td>
<td>MDNR will refer complaints to the AGO and provide any evidence MDNR may have. For violations by IMs, MDNR will revoke Missouri Recognized Repair Technician (MRRT) status.</td>
<td></td>
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</tr>
<tr>
<td>2 If auto dealers do not furnish an emission inspection on sale of a used car, statute requires them to notify buyers in writing of their rights</td>
<td>RSMo Section 643.315. 4.(3)</td>
<td>Moderate</td>
<td>NA</td>
<td>Dealers will also be referred to the DOR criminal investigations unit.</td>
<td></td>
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<tr>
<td>3 Statute and rules require inspection stations to provide emission certificates and stickers for vehicles passing tests</td>
<td>RSMo Section 643.325. 2 &amp; 10 CSR 10-5.381 (3) (H) 11 authority to fine under (3) (N) 4</td>
<td>Minor</td>
<td>Minor</td>
<td>Station will provide sticker and certificate.</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>4 Statute and the rule require stations to reinspect a vehicle for free within 20 business days</td>
<td>RSMo Section 643.330. 2. &amp; 10 CSR 10-5.381 (3) (D) 2.</td>
<td>Minor</td>
<td>Minor</td>
<td>Station will provide one free inspection.</td>
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<tr>
<td>5</td>
<td>The statue requires inspectors to give motorists failing emission certificates and the complete document packages when vehicles fail tests.</td>
<td>RSMo Section 643.330. 3.</td>
<td>Minor</td>
<td>Minor</td>
<td></td>
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<tr>
<td>6</td>
<td>The statute requires motorists to obtain valid emission tests to register vehicles during correct cycle year.</td>
<td>RSMo Section 643.345 &amp; 10 CSR 10-5.381 (3) (A) 1. C. Possibly a criminal offense, per 643.355.</td>
<td>NA</td>
<td>NA</td>
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<tr>
<td>7</td>
<td>The statute and rule do not allow inspectors to charge more than $24 for tests.</td>
<td>RSMo Section 643.350. 1. &amp; 10 CSR 10-5.381 (3) (D) 1.</td>
<td>Moderate</td>
<td>Moderate</td>
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<tr>
<td>8</td>
<td>Statute requires Inspection stations to post the test fee conspicuously on the premises.</td>
<td>RSMo Section 643.350. 2.</td>
<td>Minor</td>
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<tr>
<td>9</td>
<td>Per Statute it is a violation to misrepresent a facility as GVIP station</td>
<td>RSMo 643.355. 1.</td>
<td>Major</td>
<td>NA</td>
<td>MDNR will pursue criminal charges. MDNR will work with MSHP to prevent the shop address from becoming GVIP facility for two years</td>
<td>Per statute the first violation is a Class C misdemeanor and subsequent violations are Class B misdemeanors</td>
<td></td>
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<tr>
<td>10</td>
<td>Per statute it is a violation to misrepresent personnel as GVIP inspectors</td>
<td>RSMo 643.355. 1.</td>
<td>Moderate</td>
<td>Moderate</td>
<td>MDNR will pursue criminal charges. For violations by an individual, MDNR will not allow this person to become a GVIP IM for a two year period.</td>
<td>Per statute the first violation is a Class C misdemeanor and subsequent violations are Class B misdemeanors</td>
<td></td>
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<tr>
<td>11</td>
<td>Per statute it is a violation to manufacture, convey or possess any counterfeit inspection certificates or decals</td>
<td>RSMo 643.355. 2.</td>
<td>Major</td>
<td>Major</td>
<td>Require motorist to obtain valid emission inspection within 45 days or have vehicle registration revoked until MDNR confirms compliance.</td>
<td>Per statute the first violation is a Class C misdemeanor and subsequent violations are Class B misdemeanors</td>
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</tr>
<tr>
<td>Major</td>
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<tr>
<td>Per statute it is a violation for a station to provide a fraudulent inspection certificate or decal to a motorist (clean scanning by GVIP facility).</td>
<td>Require motorist to obtain valid emission inspection within 45 days or have vehicle registration revoked until document compliance. If fraud is done by a dealer selling the vehicle, the dealer will obtain a valid inspection.</td>
<td>Per statute the first violation is a Class C misdemeanor and subsequent violations are Class B misdemeanors</td>
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<tr>
<td>RSMo Section 643.355. 2. &amp; 10 CSR 10-5.381 (3) (N) 2.</td>
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<thead>
<tr>
<th>Minor</th>
<th>NA</th>
<th>NA</th>
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<tbody>
<tr>
<td>It is a violation of the statute to use a fraudulent inspection certificate for registration by any motorist</td>
<td>Motorist must pass emission inspection. MDNR will write DOR a letter to notify them that an office has accepted false documents.</td>
<td>Per statute the first violation is an infraction, the second violation is a Class C misdemeanor and subsequent violations are Class B misdemeanors</td>
</tr>
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<td>RSMo Section 643.355. 4.</td>
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<tbody>
<tr>
<td>It is a violation of statute for a motorist to operate a vehicle without displaying an emission sticker</td>
<td>Motorist will be fined by the law enforcement agency that found the violation.</td>
<td>Per statute the first violation is an infraction, the second violation is a Class C misdemeanor and subsequent violations are Class B misdemeanors</td>
</tr>
<tr>
<td>RSMo Section 643.355. 5.</td>
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</thead>
<tbody>
<tr>
<td>The rule requires an inspector to issue exemptions at the test station for vehicles exempt to the test requirement</td>
<td>Send letter to someone in charge explaining the rules in order to obtain compliance</td>
</tr>
<tr>
<td>10 CSR 10-5.381 (1) (B) 8. B.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Minor</th>
<th>IF GVIP licensed, Minor</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>The rule requires government agencies to perform a licensed emission inspection on their vehicles</td>
<td></td>
<td></td>
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<tr>
<td>10 CSR 10-5.381 (3) (A) 2. A.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>The rule requires stations to maintain sufficient emission credits to perform a licensed emission inspection</td>
<td>10 CSR 10-5.381 (3) (D) 3. B. and (3) (N) 3. L.</td>
</tr>
<tr>
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<td>--------------------------------------------------</td>
<td>------------------------------------------</td>
</tr>
<tr>
<td>18</td>
<td>The rule requires stations to have or maintain sufficient bay space to perform a licensed emission inspection on vehicles</td>
<td>10 CSR 10-5.381 (3) (F) 1. A.</td>
</tr>
<tr>
<td>19</td>
<td>The rule requires stations to have or maintain sufficient light, temperature or ventilation to test vehicles</td>
<td>10 CSR 10-5.381 (3) (F) 1. C.</td>
</tr>
<tr>
<td>20</td>
<td>The rule requires stations to have or maintain all equipment needed to test vehicles</td>
<td>10 CSR 10-5.381 (3) (F) 2. B.</td>
</tr>
<tr>
<td>21</td>
<td>The rules require stations to have or maintain capability to stay on-line and stay connected to VID</td>
<td>10 CSR 10-5.381 (3) (F) 2. C. and (3) (N.) 3. Q.</td>
</tr>
<tr>
<td>22</td>
<td>The rule requires stations to have a licensed inspector on duty during normal working hours</td>
<td>10 CSR 10-5.381 (3) (F) 3. A.</td>
</tr>
<tr>
<td>23</td>
<td>The rule requires stations to notify the department immediately of change of ownership, location or closure</td>
<td>10 CSR 10-5.381 (3) (F) 4. F.</td>
</tr>
<tr>
<td>Rule Number</td>
<td>Description</td>
<td>Code</td>
</tr>
<tr>
<td>-------------</td>
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<tr>
<td>24</td>
<td>The rule requires stations to release equipment to the department after suspension or revocation</td>
<td>10 CSR 10-5.381 (3) (F) 4. G.</td>
</tr>
<tr>
<td>25</td>
<td>The rule requires stations to notify the department immediately of change of inspector</td>
<td>10 CSR 10-5.381 (3) (F) 5. C.</td>
</tr>
<tr>
<td>26</td>
<td>The rule requires station managers, owners or inspectors to read department manuals, bulletins or rules</td>
<td>10 CSR 10-5.381 (3) (F) 5. D.</td>
</tr>
<tr>
<td>27</td>
<td>The rule requires stations to provide adequate business hours for testing</td>
<td>10 CSR 10-5.381(3) (F) 6. A.</td>
</tr>
<tr>
<td>28</td>
<td>The rule requires inspectors to conduct an emission test during normal business hours</td>
<td>10 CSR 10-5.381 (3) (F) 6. B.</td>
</tr>
<tr>
<td>29</td>
<td>The rule requires inspectors to conduct a emission test within two hours of vehicle being presented by motorist unless other vehicles are already being inspected.</td>
<td>10 CSR 10-5.381 (3) (F) 6. B. (I)</td>
</tr>
<tr>
<td></td>
<td>Review station inspection volume, fine 5x test fee for each potential vehicle not inspected.</td>
<td></td>
</tr>
<tr>
<td>30</td>
<td>The rule requires inspectors to conduct a retest within one hour of vehicle being presented by motorist</td>
<td>10 CSR 10-5.381 (3) (F) 6. B. (II)</td>
</tr>
<tr>
<td></td>
<td>Review station inspection volume, fine 5x test fee for each potential vehicle not inspected.</td>
<td></td>
</tr>
<tr>
<td>31</td>
<td>The rule requires stations to display station license certificate in a conspicuous location</td>
<td>10 CSR 10-5.381 (3) (F) 7. A.</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td>32</td>
<td>The rule requires that inspector licenses be displayed in conspicuous locations</td>
<td>10 CSR 10-5.381 (3) (F) 7. B.</td>
</tr>
<tr>
<td>33</td>
<td>The rule requires stations to display GVIP signs in locations visible to motorists</td>
<td>10 CSR 10-5.381 (3) (F) 7. C.</td>
</tr>
<tr>
<td>34</td>
<td>The rule requires stations to display GVIP posters in conspicuous locations</td>
<td>10 CSR 10-5.381 (3) (F) 7. D.</td>
</tr>
<tr>
<td>35</td>
<td>The rule states that if an inspector refuses reexamination, his/her license will be suspended</td>
<td>10 CSR 10-5.381 (3) (G) 7.</td>
</tr>
<tr>
<td>36</td>
<td>The rule requires stations to keep windshield stickers in secure locations</td>
<td>10 CSR 10-5.381 (3) (H) 5.</td>
</tr>
<tr>
<td>37</td>
<td>The rules require all information to be entered properly and accurately into test systems</td>
<td>10 CSR 10-5.381 (3) (H) 6. and 10 CSR 10-5.381 (3) (N) 3. A.</td>
</tr>
<tr>
<td>38</td>
<td>The rules require uploading of clear pictures of required items: VIN, odometer, license plate</td>
<td>10 CSR 10-5.381 (3) (H) 7 A.-C. and 10 CSR 10-5.381 (3) (N) 3. B.</td>
</tr>
<tr>
<td></td>
<td>39</td>
<td>Per rules, it is a violation to disconnect or misdirect a lane camera (Applies to cases where MDNR places a camera to view station operations)</td>
</tr>
<tr>
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<td>----------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>40</td>
<td>The rules requires stations and inspectors to inspect vehicles in “as-received condition”</td>
</tr>
<tr>
<td></td>
<td>41</td>
<td>The rule requires stations or inspectors to supply motorists with information on the 10 nearest MRRT shops</td>
</tr>
<tr>
<td></td>
<td>42</td>
<td>The rule requires that motorists be supplied with a VIR for an aborted test</td>
</tr>
<tr>
<td></td>
<td>43</td>
<td>The rule requires inspectors to enter data from the Repair Data Sheet whenever possible.</td>
</tr>
<tr>
<td></td>
<td>44</td>
<td>The rule requires inspectors to match the VIN on original inspection documents and the vehicle presented for reinspection</td>
</tr>
<tr>
<td></td>
<td>45</td>
<td>The rule requires inspectors to enter correct odometer readings during reinspection</td>
</tr>
<tr>
<td>Rule Description</td>
<td>Regulation</td>
<td>Violation Grade</td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>------------</td>
<td>----------------</td>
</tr>
<tr>
<td>The rule requires stations and inspectors to take 3 new photographs during reinspection</td>
<td>10 CSR 10-5.381 (3) (J) 1. D.</td>
<td>Minor</td>
</tr>
<tr>
<td>It is a violation of this rule to conduct Clean Scanning as defined in 10 CSR 10-5.381 (2) (B)</td>
<td>10 CSR 10-5.381 (3) (H) 9.</td>
<td>Major</td>
</tr>
<tr>
<td>It is a violation of this rule to conduct more inspections than possible for a given time period</td>
<td>10 CSR 10-5.381 (3) (N) 3. E.</td>
<td>Moderate</td>
</tr>
<tr>
<td>It is a violation of this rule to use another inspector's fingerprints or password</td>
<td>10 CSR 10-5.381 (3) (N) 3. F.</td>
<td>Moderate</td>
</tr>
<tr>
<td>It is a violation of this rule to conduct off-line inspections in excess of the 5 allowed</td>
<td>10 CSR 10-5.381 (3) (N) 3. G.</td>
<td>Minor</td>
</tr>
<tr>
<td></td>
<td>51 It is a violation of this rule to conduct improper safety inspection of air pollution control devices</td>
<td>10 CSR 10-5.381 (3) (N) 3. H.</td>
</tr>
<tr>
<td>---</td>
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</tr>
<tr>
<td></td>
<td>52 It is a violation of this rule to replace catalytic converters without documenting need or with non-conforming converters</td>
<td>10 CSR 10-5.381 (3) (N) 3. J.</td>
</tr>
<tr>
<td></td>
<td>53 It is a violation of this rule to install parts that defeat the emission control system</td>
<td>10 CSR 10-5.381 (3) (N) 3. K.</td>
</tr>
<tr>
<td></td>
<td>54 The rule requires uploading to the VID immediately upon completion of the inspection</td>
<td>10 CSR 10-5.381 (3) (N) 3. M.</td>
</tr>
<tr>
<td></td>
<td>55 The rule requires proper reinspection of vehicles</td>
<td>10 CSR 10-5.381 (3) (N) 3. N.</td>
</tr>
<tr>
<td></td>
<td>56 The rule requires stations to pay VID service fees</td>
<td>10 CSR 10-5.381 (3) (N) 3. O.</td>
</tr>
</tbody>
</table>

Except as noted, all violations under these statutes and rules are an infraction per Section 643.355 6. RSMo

To meet 40 CFR 51.364 (a) (2), all violations in this matrix that indicate clear intent to improperly pass vehicles are set at the major level and first offenses include suspensions of certifications.
# Levels of Violations

<table>
<thead>
<tr>
<th>Minor</th>
<th>Moderate</th>
<th>Major</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st offense - LOW only</td>
<td>1st offense - NOV and 2 week lockout</td>
<td>1st offense - Immediate lockout. Suspension of station and/or IM certification (and/or MRRT) for one year. MDNR will develop a compliance agreement with up to $10,000 penalty per violation.</td>
</tr>
<tr>
<td>2nd offense - Station and/or IM lockout for one week (or until issue resolved)</td>
<td>2nd offense - a second NOV. A compliance agreement with up to $2,000 civil penalty per incident and the Station and/or IM will be locked out for one month (or until issue resolved)</td>
<td>2nd or continued noncompliance - MDNR will seek revocation of licenses. MDNR will develop a compliance agreement with up to $20,000 penalty per violation.</td>
</tr>
<tr>
<td>3rd offense - go to Moderate 1st offense (NOV &amp; 2-week lockout)</td>
<td>3rd offense - Go to Major 1st offense (Immediate lockout. Suspension of station and/or IM certification (and/or MRRT) for one year. MDNR will develop a compliance agreement with up to $10,000 penalty per violation.</td>
<td>General note: If IM is also owner, service manager or other 'controller' of station actions, the action should affect both the station and the IM. Either Letter of Warning, lock-out, suspension or revocation depending on severity</td>
</tr>
</tbody>
</table>

General note: If IM is also owner, service manager or other 'controller' of station actions, the action should affect both the station and the IM. Either Letter of Warning, lock-out, suspension or revocation depending on severity.