

To Whom It May Concern:

I am writing to formally document my experience with the Maryland Vehicle Emissions Inspection Program (VEIP) regarding my 2019 Honda Pilot. On January 10, 2024, my vehicle failed the emissions check due to five specific error codes. It failed again for the same reason on February 14, 2024. When I spoke with the VEIP representative about the errors not being critical to safe operation of the vehicle, they offered no help.

The error codes identified were:

- ACC Adaptive Cruise Control Problem
- LKAS Lane Keeping Assist Problem
- Collision Mitigation System Problem
- Road Departure Mitigation System Problem
- Blind Spot Info System Problem

These codes were triggered by a sensor that Honda has placed on indefinite backorder. I was informed that I needed to purchase the part to receive documentation allowing for an inspection extension. Consequently, I paid \$2,000 to Ourisman Honda in Laurel, Maryland. As of March 2026, the part remains unavailable, and I am currently facing significant difficulty obtaining a refund for this backordered component.

Critically, none of these systems relate to vehicle emissions or the safe manual operation of the car; they are auxiliary driver-assistance features. When I returned to the inspection station on April 16, 2025, the vehicle passed. At that time, staff informed me that the vehicle should not have failed the initial 2024 tests, as these specific faults do not constitute emissions-related failures. It is my goal in this testimony to encourage changes to the VEIP procedures to prevent this from happening to others, in the case of parts availability or cost primitiveness on non-critical vehicle computer features.

Sincerely,

Christine Milleker