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User's Guide to the TEXIN2 Model A Model for Predicting Carbon Monoxide Concentrations Near Intersections

by

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Vehicle Emissions from Roadways

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Table of Contents

Item Page	;
Table of Contents	i
List of Figures	
List of Tables	
Implementation and Disclaimer	Ì
Acknowledgements	İ
Summary	
Chapter	
I. Introduction	
II. Model Description) ;
III. Model Implementation)
A. Input Procedure)
B. Heading Card)
C. Flags Card)
D. Input File Name Cards	5
E. Link Description Cards	5
F. Receptor Location Cards)
G. Meteorological Conditions Card)
H. Zero-Mile Tampering Levels and Deterioration Rates)
I. Mileage Accrual/Registration Distribution Cards	,
J. Inspection/Maintenance Program Parameters	
K. Vehicle Scenario Card	
L. Optional Air Conditioning, Extra Loading, and Towing Corrections	
M. ATP Program Characteristics Records	:
N. Idle Emission Factor Estimate Card	,
O. Additional Notes Concerning Multiple Simulations with TEXIN2	
P. Discussion of Output	
IV. Examples	
A. Example One	
B. Example Two	
C. Example Three	
D. Example Four	:
E. Example Five	

.

F. Example Six	•	•••	٠	•	•	•	•	•	•	•	•	•		•	75
References	•		•	•		•	• •	•			•			•	86
Nomenclature and Variable Definitions	•		•	•	•	•	•	•	•		•			•	88
Appendix A. Implementation of Emission Routine Options	•			•	•	•	• •	•	•	•	•			•	A-1
Appendix B. EPA Anti-Tampering Programs	•	•••	•	•	•	•	• •	•	•	•	•	•	•	•	B-1
Appendix C. Contents of the TEXIN2 Distribution Tape .	•	• •	•	•	•	•	• •	•	•		•			•	C-1
Appendix D. TEXIN2 Diagnostic Messages					•			•							D-1

.

·--

.

List of Figures

Flow Diagram of the TEXIN2 Model	~
	3
Alignment for TEXIN2 Input Data	. 12
Atmospheric Stability Class Curves	. 20
Overhead View of the Intersection in Example 1	. 28
nput Data Cards Use in Example 1	. 30
FEXIN2 Output for Example 1	. 31
Overhead View of the Intersection in Example 2	. 36
nput Data Cards Used in Example 2	. 37
968–1979 MOBILE3 Anti-Tampering Program	. 38
980–2020 MOBILE3 Anti-Tampering Program	. 39
FEXIN2 Output for Example 2 .	. 41
Overhead View of the Intersection in Example 3	. 49
nput Data Cards Used in Example 3	. 50
TEXIN2 Output for Example 3	. 52
Overhead View of the Intersection in Example 4	. 61
nput Data Cards Used in Example 4	. 62
EXIN2 Output for Example 4	. 63
Overhead View of the Intersection in Example 5	. 67
nput Data Cards Used in Example 5	. 68
EXIN2 Output for Example 5	69
nput Data Cards Used in Example 6	. 76
EXIN2 Output for Example 6	. 77
EXIN2 Subprogram OPENER	A-2
	EXIN2 Output for Example 2

List of Tables

Table															P	age
1 Input Data for the TEXIN2 Model		•	•	•		•		•	•	•	•					10
2 Surface Roughnesses for Various Types of Terrain	•••	•	•		•	•	•	•	•		•	•		٠	•	21
C1 Contents of the TEXIN2 Distribution Tape				•			•	•		•	•	•	٠		•	C-2

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Implementation

The original Texas Intersection Model has been revised in order to generalize its capabilities. The new model, TEXIN2, is capable of modeling carbon monoxide concentrations near virtually any intersection of interest to transportation engineers except street canyon scenarios. The model is available at a modest cost from the Texas Transportation Institute by contacting Dr. Jerry A. Bullin at (409) 845-3361.

Disclaimer

The contents of this report reflect the view of the authors who are responsible for the facts and the data presented herein. The contents do not necessarily reflect the official view or policies of the Federal Highway Administration, nor does this report constitute a standard, specification, or regulation.

Acknowledgements

The authors wish to recognize a few of the many contributors without whose assistance the revision of the model would have been impossible. The authors are indebted to Mr. Rod Moe of the Texas State Department of Highways and Public Transportation for his technical advice in many areas of the development. Without his contributions in organizing this project, this and many previous projects would have been impossible. Comments received by Dr. Amulakh Parikh of the New Jersey Department of Transportation proved extremely useful in several of the algorithms. We appreciate the data and other information supplied by Mr. Paul Benson of the California Department of Transportation for use in model verification. Thanks go to Laura Lapaglia for assembling the final version of this report. As always, the staff support of the Texas Transportation Institute and the Chemical Engineering Department at Texas A&M University is appreciated.

Summary

The original TEXIN model, which was previously developed to predict carbon monoxide concentrations near simple intersections, had several restrictions which inhibited its use in many realistic cases. The model was expanded to include modeling capabilities of four-way stop intersections. The CMA Operations and Design Procedure traffic algorithm was added to allow for more accurate representation of T-intersections. The addition of the EPA emissions model, MOBILE3, enables the user to more accurately estimate source strength. The new calculational methodologies and algorithms present in MOBILE3, including vehicle anti-tampering and inspection/maintenance programs, greatly enhance the capabilities of the model. The TEXIN2 model employs a short-cut emissions algorithm for users who do not wish to use MOBILE3.

This report is intended to assist the analyst in the execution of the TEXIN2 model. A brief description of the model is first given. Next, the input data required by the model are presented. Finally, several illustrative examples are presented. These examples should be able to answer most questions concerning the use of the program. The user that requires additional information on the TEXIN2 model should consult TTI Research Report No. 283-3F.

The TEXIN2 model is available for public distribution at a modest cost. The model may be obtained from the following address:

Dr. Jerry A. Bullin Texas Transportation Institute Department of Chemical Engineering Zachry Engineering Center Texas A&M University College Station, Texas 77843

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(409) 845-3361

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Chapter 1

Introduction

The prediction of carbon monoxide concentrations near roadway intersections represents a serious and challenging problem in air pollution research. In many geographical regions, the major portion of carbon monoxide in the environment is attributable to vehicular emissions. Moreover, busy intersections create local hot spots, or areas of high carbon monoxide concentrations.

Considering the higher pollution levels at roadway intersections, there exists a great need for accurate, efficient, predictive models of carbon monoxide levels in these scenarios. However most investigative work has been directed towards modeling pollutants emitted along straight roadways, where the traffic is well-defined and flows uniformly at constant speeds. This scenario is extremely inappropriate for intersections. A simple conversion from straight line predictions to roadway intersections cannot be implemented due to the marked differences in traffic behavior. Some vehicles are able to cruise through intersections at relatively constant speeds, as in the case of a green traffic signal with no traffic impedance. However, many others must accelerate, decelerate, and/or idle while at a complete stop. Such behavior produces much higher emissions which are released at unsteady rates. These rates depend, in part, on the rate of acceleration or deceleration, as well as the duration of these transient phases.

Other factors which complicate predictive models deal with the effects of intersection geometry on traffic flow. If the intersection is signalized, the traffic signal may be fully actuated, semiactuated, or unactuated, each requiring separate consideration. Exclusive left-hand turn lanes, one-way streets, and minor side streets affect the turning patterns and channelization of traffic, making it much more difficult to predict the resulting pollutant levels. These and other factors apply to even the simplest intersection scenarios.

The TEXIN2 Model is a tool intended to provide an improved perspective in the evaluation of pollution impacts from intersections considering temporal and spacial variations of traffic, emissions, meteorology, the nature of receptors, and their relation to local intersection air quality.

This User's Guide briefly describes the TEXIN2 Model and its use. The input procedures are outlined in detail, the possible outputs are discussed, and several illustrative examples are presented.

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Chapter 2

Model Description

The TEXIN2¹ Model is a revised version of the FORTRAN computer program, TEXIN², which emphasizes convenient user application and minimal computer time, yet proves to be more accurate than most intersection models. The program follows a general three-step process:

- (1) Estimation of traffic parameters.
- (2) Estimation and distribution of vehicle emissions.
- (3) Modeling downwind dispersion of pollutants.

As shown in the general flow diagram in Figure 1, the TEXIN2 model requires a minimal set of four types of geometrical, meteorological, and traffic related inputs.

The TEXIN2 model is versatile enough to handle most intersection geometries which would be encountered by traffic engineers. The range of application for the model spans the case of a simple at-grade intersection with four right angle corners to the case of a major intersection with curved legs and several nearby side streets. Signalized and unsignalized intersections can be modeled, as well as four-way stop intersections. One-way streets and T-intersections, where one leg of the intersection is *missing*, are also easily modeled. The fact that TEXIN2 is not applicable to *street* canyon scenarios should be noted.

The first function performed by the program is that of a traffic flow analysis. Initially, the traffic flow on the major intersection is evaluated, and subsequently any minor intersections are handled.

Traffic parameters are calculated using either the modified Planning or Operations and Design procedures of the Critical Movement Analysis (CMA)³ for signalized intersections. A corresponding procedure is used to develop the traffic parameters of unsignalized intersections. These traffic parameters, including the intersection Level of Service and the stopped delay associated with this Level of Service, are then used to calculate several other traffic parameters of interest such as approach delay, time in queue, percent of vehicles stopping, and queue lengths.

Basically, the difference between the two traffic algorithms concern the different adjustment factors present in the CMA Operations and Design algorithm. These adjustment factors tend to decrease the capacity of a given intersection. Therefore, the Operations and Design technique will occasionally calculate that an intersection is over capacity while the Planning procedure indicates that the intersection is below full capacity.

Research has provided adjustment factors for a number of elements that affect traffic flow and hence modify critical volumes. These elements are:

(1) Left turns



Figure 1

Flow Diagram of the TEXIN2 Model

- (2) Bus and truck volume
- (3) Peaking characteristics
- (4) Lane width
- (5) Bus stop operations
- (6) Right turns with pedestrian activity
- (7) Parking activity

In the TEXIN2 Model, the CMA Planning procedure utilizes only the left turn adjustment factor, while the CMA Operations and Design procedure uses the first four adjustment factors listed above with no additional user input. In both algorithms, left turns are treated in detail for the simple reason that left turns have a large impact on intersection capacity. This effect is created using passenger car equivalency (PCE) values. PCE values are multiplicative adjustment factors applied to the left turning traffic volumes.

The second function performed by TEXIN2 is the estimation of vehicle emissions. The emissions are modeled as the sum of two components: cruise and excess emissions. Cruise emissions and excess emissions are released by free-flowing and delayed vehicles, respectively. Initially, cruise emissions are assumed to be released along the entire length of each intersection leg. The emissions are subsequently redistributed to better reflect actual traffic movement. A modified version of the MOBILE3 program is used to estimate cruise emissions and an idle emission factor, while excess emissions are calculated using procedures suggested by Ismart.⁴ As an alternative, a *short-cut* method combining the MOBILE3 estimation of the idle emission factor with values for individual vehicle emission rates based on speed, temperature, percent hot/cold starts, and the vehicle scenario is available to the user.⁵

As used in TEXIN2, the MOBILE3 program provides inspection/maintenance (I/M) and antitampering program (ATP) options. To conserve computer time, several sizable portions of the extremely large MOBILE3 program were deleted, namely the nitrogen oxide and hydrocarbon emission factors modeling and user supplied corrections to the emission rates. Since the MO-BILE3 program does not allow for California scenarios, the California data and options from the MOBILE2⁶ program were added to the emission routine.

The MOBILE3 I/M program allows the user to apply I/M credits to the basic exhaust emission levels. The emission reduction credits attributable to an I/M program vary according to the program type. The additional inputs required to use this option are described in the Input/Output section of this chapter. The inclusion of I/M capabilities greatly increases the versatility of TEXIN2.

To compensate for the significant increase in tampering and its effect on fleet emission rates, MOBILE3 includes a correction term which alters individual vehicle emission rates. Using this capability, the basic emission rates are calculated for untampered vehicles and the effects of tampering are included as offsets to those values. The tampering offsets are estimated from the percentage of vehicles being tampered with at a given time and the effects of such tampering. These offsets grow linearly with mileage due to the observation that the frequency of tampering increases as cars age and accumulate more mileage. Tampering effects are assumed to be independent of the mileage at which the vehicle was disabled. The types of tampering which are included in the TEXIN2 model are:

- (l) Misfueling (not applicable to fuel inlet disablement)
- (2) Fuel inlet disablement
- (3) Catalyst removal
- (4) Air pump

Where applicable, any number of the tampering types may apply to light-duty gasoline vehicles, light-duty gasoline trucks, and heavy-duty gasoline vehicles. The default tampering frequencies are based on national averages and differ for I/M and non-I/M areas. The user may also use local rates as approved by the MOBILE3 technical support staff.⁷

Anti-tampering programs (ATP) may also be utilized using credits assigned to emission rates. The program allows for most types of ATP's which are discussed in the EPA technical report EPA-AA-TSS-83-10.⁸ The MOBILE3 User's Guide⁷ and program include credits for anti-tampering programs which inspect annually, biennially, upon change of ownership, or by random audits of 1%, 2%, and 5% of the vehicle fleet. These ATP programs⁷ are listed in Appendix B of this report for convenience. Each option may include the inspection of a combination of one or more items, some of which the EPA has determined credits for:

- (1) Air pump only
- (2) Air pump and catalyst
- (3) Air pump and catalyst and fuel inlet
- (4) Air pump and catalyst and lead deposit test
- (5) Catalyst only
- (6) Catalyst and fuel inlet
- (7) Catalyst and fuel inlet and lead deposit test

The MOBILE3 User's Guide clearly states that the user should consult the EPA before implementing the ATP option.

The ATP involves a much different approach to the calculation of emission rates. First, the emission rates are calculated for the entire vehicle fleet assuming no anti-tampering program is in effect. Two separate trials follow which calculate the effects of the ATP on the 1968 to 1979 and 1980 to 2020 fleets, respectively. These three values are then used to calculate the final emission

factors applicable to the particular scenario. In essence, MOBILE3 is called on to perform three separate trials for each run of TEXIN2 which implements the ATP option.

A short-cut method was developed as an option to using the modified, yet time-consuming, version of MOBILE3. The method was developed by combining portions of MOBILE3 with alternative cruise emission factors. The cruise emission factors are interpolated from the FHWA values⁵ and adjusted for ambient temperature and the percent of hot/cold starts. This adjustment is actually an incremental change in light-duty vehicle carbon monoxide emissions which is added to the initial base value.

In TEXIN2, once the emissions have been assigned to the appropriate links and pseudolinks as described above, a redistribution of emissions is enacted. Cruise emissions are treated separately from idle emissions and excess emissions due to acceleration and deceleration. Also, due to the different methods involved in analyzing traffic flow for signalized and unsignalized intersections, each type of intersection is approached separately.

Idle emissions are assigned to the appropriate pseudolink and, since no traffic movement is involved, no redistribution is necessary. As modeled in TEXIN, excess emissions due to slowing, stopping, and accelerating are assigned to the pseudolink consistent with the approach link. In TEXIN2, the emissions due to slowing and stopping are applied to this pseudolink, while emissions due to acceleration are spread to the pseudolink upon which the vehicle exits the intersection. This keeps the distribution of these excess emissions consistent with the traffic flow.

Cruise emissions are also redistributed according to traffic flow. TEXIN makes no adjustment for the fact that vehicles tend to hover about the intersection as they turn. Patterson⁹ noted that emission profiles peak at the stop line and fall off rapidly toward the midblock due to the greater time spent near the stop line. Cohen¹⁰ also cites the nature of vehicle flow as a contributing factor to this emission profile. To account for this, the cruise emissions of the four major links are modified in the TEXIN2 model as described below.

In addition to the emissions from inbound and outbound traffic on each respective leg, emissions due to vehicles turning are also included. The fraction of vehicles turning left and right are assumed to either cruise through the turn at 10 mph from an initial spot in the queue or slow down to 10 mph on the approach before making the turn. The proportions used are equivalent to the fraction stopping and one minus the fraction stopping, respectively. These proportions are equally distributed along the pseudolinks of the approach and exit legs of the turning vehicle.

The subsequent dispersion of emissions is finally modeled using the Gaussian dispersion model, CALINE3.¹¹ Several minor modifications were made to the CALINE3 program, namely, to the input/output routines so that the model could handle the constructed pseudolinks. Additionally, a modification raising the emission source height at very low wind speeds extended the applicability of the CALINE3 to wind speeds below 1 m/sec.

Input/Output Summary

The input requirements for TEXIN2 can be divided into four general categories: link description, receptor coordinates, meteorological conditions, and vehicle scenario. Additional parameters are needed if the user employs the inspection/maintenance and anti-tampering options. The procedure for supplying the parameter values is incumbent upon the correct mapping of the intersection onto an x - y Cartesian coordinate system: the center of the intersection should be placed at the origin of the coordinate system, and the northernmost leg aligned with the y-axis.

The first input required by the model deals with physical descriptions of the individual legs of the major intersection as well as the minor side streets. Since the TEXIN2 Model treats each leg as a link, individual lanes need not be addressed. Parameters required to fully describe each link are normally available and include:

- (1) Coordinates in the x y system
- (2) Width of entire link
- (3) Link type (*i.e.*, at grade, fill, bridge, etc.)
- (4) Traffic volume
- (5) Average vehicular speed of non-delayed vehicles
- (6) The number of approach and turning lanes
- (7) Estimated percentage of cars turning right and left
- (8) Source (link) height
- (9) Width of through and left turn lanes

Certain physical aspects of the intersection operation must also be specified, such as the number of signal phases, left-turn phases, and cycle length.

The remaining input parameters concern the receptors, meteorological conditions, and vehicular scenario. The Cartesian coordinates, including height, must be specified for each receptor. Various meteorological conditions which need to be specified consist of wind speed, wind direction (measured clockwise with respect to the y-axis), stability class, temperature, mixing height, and ambient carbon monoxide concentration. Surface roughness estimates and averaging time are required by the dispersion subroutines. In addition, the percentage of hot/cold starts must be specified in order to estimate emissions.

Additional input is required to implement various available user options. For example, users that wish to implement local values for mileage accrual and/or registration distribution will need to supply those data. The VMT mix may be specified in place of the national default values. To use the inspection/maintenance program option, additional input involves:

- (1) The year of the I/M program implementation
- (2) Stringency level of the I/M program

- (3) Mechanic training as a part of the effectiveness of the program
- (4) Earliest and latest model year included in the program
- (5) Type of vehicles affected by I/M
- (6) The type of I/M test (and its associated standards) implemented for 1981 and later light-duty gas vehicles

The anti-tampering option involves the following parameters:

- (1) The year of the ATP implementation
- (2) First and last model year included in the ATP
- (3) Vehicle classes covered by the ATP
- (4) Type of ATP and associated credit rates
- (5) Tampering rates

Users that wish to use air conditioning, extra loading, or trailer towing correction factors will need to supply the following data:

- (1) Fractions of LDGV, LDGT1, and LDGT2 vehicles carrying an extra 500 lb load
- (2) Fraction of LDGV (or LDGV, LDGT1, and LDGT2) vehicles towing a trailer
- (3) Wet and dry bulb temperatures

The primary output of TEXIN2 is the predicted carbon monoxide concentrations for each receptor. Additional output which can also be printed include the carbon monoxide concentrations at the receptors as contributed by each link and pseudolink, summary of input data, the composite emission factors and idle emission rates, the excess emission factors, and the traffic parameters of interest, such as queue length, stopped delay per vehicle, and volume to capacity ratio. Specific details and examples of the input/output format follows in the next chapters.

Contract. 1-*

Chapter 3

Model Implementation

This chapter gives the basic formats of the data that are required in the use of the TEXIN2 model. Illustrative examples are presented in the next chapter.

A. Input Procedure

The TEXIN2 program requires at most 13 types of input cards. They are (in order):

- (1) Heading card (one card)
- (2) Flags card (one card)
- (3) Input file name cards (FORTRAN77 Version Only)
- (4) Link description cards (one card per link)
- (5) Receptor location cards (one card per receptor)
- (6) Meteorological conditions card (one card)
- (7) Zero-mile tampering levels and deterioration rates (8 or 16 cards if required)
- (8) Mileage accrual/registration distribution cards (16 or 32 cards if required)
- (9) Inspection/maintenance program parameters (one card if required)
- (10) Vehicle scenario card (one card)
- (11) Optional air conditioning, extra loading, and towing corrections (if required)
- (12) ATP program characteristics (2 cards if required)
- (13) Idle emission factor estimate (one card if required)

The input sequence of the data is presented in Table 1 and Figure 2 and is described below. As shown in the table, all the input data are formatted according to standard FORTRAN conventions. (It is especially important to note that all integer values are right justified.) All data in Table 1 are read from logical unit number (LUN) 5. Items 1, 2, 4, 5, 6, and 10 above are the only required records for each simulation.

B. Heading Card

The first card processed is the Heading card. Eighty spaces are available for the job title. This card may contain any combination of alphanumeric characters.

C. Flags Card

The second input card is the Flags card. The first 21 spaces are for the seven 3-digit integer variables VMFLAG, PRTFLG, INTFLG, NR, NNDL, NDL, and NP. The purpose of these variables is as follows:

(1) Option flag for the VMT mix:

Table 1
Input Data for the TEXIN2 Model

Variable(s)	Туре	FORMAT	Units
1. Heading Card (1 Card)		00.4.4	
HEAD	REAL*4	20A4	_
2. Flags Card (1 Card) VMFLAG, PRTFLG, INTFLG, NR,			
NNDL, NDL, NP	INTEGER	713	
CY	REAL*4	F4.0	sec
TAMFLG, IMFLAG, EMFLG, CMAFG, TFLAG, MYMRFG, ALHFLG, WCFLAG	INTEGER	8I 2	
		012	
3. Input File Name Cards (FORTRAN77 Version Only) [†]			
FILENM	CHARACTER*80	A80	
4. Link Description Cards (Physical Links $+ NNDL + N$)	DL Cards)		
4. Link Description Galds (1 hysical Links $+$ 10 h DL $+$ 10 h LL + 10 h LL	INTEGER	I 3	
XL1, YL1,	INTEGEN	10	
XL2, YL2	REAL*4	4F7.0	m
TYP	REAL*4	A2	
WL, HL	REAL*4	2F4.0	m
VPHI	REAL*4	F6.0	veh/hr
VSP	REAL*4	F4.0	mph
NLN, NLTL, NRTL	INTEGER	312	_
FLT, FRT	REAL*4	2F5 .0	
LT FLG	INTEGER	I 3	
THWIDE, LTWIDE	REAL*4	2F5.0	m
5. Receptor Location Cards $(NR \text{ Cards})$			
XR, YR, ZR	REAL*4	3F7.0	m
		01 110	•••
6. Meteorological Conditions Card (1 Card)			,
U	REAL*4	F5.0	m/sec
BRG	REAL*4	F5.0	deg °F
AMBT	REAL*4 INTEGER	F5.0 I2	° F
CLAS MIXH	REAL*4	F6.0	
AMB	REAL [*] 4	F6.0	m
<i>Z</i> 0	REAL [*] 4	F6.0	ppm
ATIM	REAL*4	F6.0	cm min
		1 0.0	
7. Zero-Mile Tampering Levels and Deterioration Rates T			
Zero-Mile Levels (4 or 8 cards)	REAL*4	7F8.4	—
Deterioration Rates (4 or 8 cards)	REAL*4	7F9.5	
8. Mileage/Registration Distribution Data $MYMRFG > 1$	REAL*4	10F5.3	_

Variable(s)	Type	FORMAT	Units
9. Inspection/Maintenance Program Parameters	IMFLAG > 0		
ICYIM, ISTRIN	INTEGER	2(I2,1X)	
IMTFLG	INTEGER	11,1X	
MODYR1, MODYR2	INTEGER	2(I2,1X)	-
ILDT, ITEST, ICUTS	INTEGER	3(I1,1X)	
10. Vehicle Scenario Card (1 Card)			
IREJN	INTEGER	I 1	
ICY	INTEGER	I3	
PCCN, PCHC, PCCC	REAL*4	3F6.0	%
VMTMIX (8 values)	REAL*4	8F6.0	
11. Optional Correction Factors $(ALHFLG > 1)$			
AC ,	REAL*4	F4.3	
XLOAD	REAL*4	3F4.3	
TRAILR (ALHFLG = 2)	REAL*4	F4.3	
TRAILR(ALHFLG = 3)	REAL*4	3F4.3	
DB, WB	REAL*4	2F4.1	°F
12. ATP Program Characteristics (2 records if E_{i}	$MFLG = 4)^{\dagger}$		
LAPSY, LAP1ST, LAPLST	INTEGER	3(I2,1X)	
LVTFLG	INTEGER	411	
3. Idle Emission Factor Estimate $EMFLG = 2$	REAL*4	F6.2	gm/mir

Table 1 (Continued)Input Data for the TEXIN2 Model

†See Appendix A for further details.

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Alignment for TEXIN2 Input Data (Continued)



Figure 2

Alignment for TEXIN2 Input Data (Continued)

VMFLAG: 0 = MOBILE3 default VMT mix 1 = user supplied VMT mix

(2) Output option flag (see the output section discussion for further detail):

PRTFLG: 0 = abbreviated output1 = basic output2 = extended output

(3) Option flag for the type of intersection:

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INTFLG: 0 = unsignalized intersection 1 = signalized intersection 2 = 4-way 4×4 stop with traffic analysis output 3 = 4-way 4×4 stop

- (4) Number of pollutant receptors, NR (maximum of 20).
- (5) Number of additional links (other than the four intersection links) on which the traffic incurs no delay, NNDL (e.g., extensions of an intersection link to account for a curve in the road).
- (6) Number of additional links on which the traffic incurs delay, NDL (e.g., side streets controlled by stop or yield signs).
- (7) Number of phases, NP (zero for an unsignalized intersection).

The next variable on the Flags card is the signal cycle length, CY, in seconds.

The next 16 spaces are for eight 2-digit integer variables TAMFLG, IMFLAG, EMFLG, CMAFG, TFLAG, MYMRFG, ALHFLG, and WCFLAG. The purpose of these variables is as follows:

(1) Flag for tampering data type:

TAMFLG: 0 = user-supplied data 1 = MOBILE3 default data

(2) Inspection/maintenance flag:

IMFLAG: 0 = No I/M 1 = I/M invoked (minimal I/M data required) 2 = I/M invoked

(3) Emissions model flag (see Appendix A):

EMFLG: 1 = short-cut method with idle emission factor generated internally 2 = short-cut method with user-supplied idle emission factor 3 = MOBILE3 model without ATP 4 = MOBILE3 model with ATP

(4) Traffic algorithm flag:

CMAFG: 0 = CMA Planning procedure 1 = CMA Operations and Design procedure (5) T-intersection flag:

TFLAG: 0 = 4-leg intersection

- 1 =T-intersection with the north leg missing
- 2 = T-intersection with the east leg missing
- 3 = T-intersection with the south leg missing
- 4 = T-intersection with the west leg missing
- (6) Mileage accrual and registration distribution flag:

MYMRFG: 1 = default registration/mileage accrual distributions

- 2 = user-supplied mileage accumulation distributions
 - 3 = user-supplied registration distributions
 - 4 = user-supplied registration and mileage accrual distributions
- (7) Optional air conditioning, extra loading, and towing records flag:

ALHFLG: 1 = no optional correction factors

- 2 = 5 optional correction factors
- 3 = 9 optional correction factors
- (8) Worst case wind angle search flag:

WCFLAG: 1 = no worst case wind angle search

2 = invoke a worst case wind angle search for each receptor (limited output)

3 = invoke a worst case wind angle search for each receptor (full output)

For further information on the use of anti-tampering programs, the reader is referred to Appendix A.

D. Input File Name Cards (FORTRAN77 Version Only)

The next type of input data is used to associate logical unit numbers required to read the ATP data. These file names are read by the subroutine, OPENER. If the subroutine does not conform to installation standards, the user should modify the routine or comment the code and calling statement so that it is ignored by the compiler. For further information on these cards, consult Appendix A and Examples 2 and 3.

E. Link Description_Cards

The next type of input card is the Link Description Card. The number of Link Description cards depends upon the intersection configuration. CALINE3 treats the entire roadway as a link with uniform emissions within a mixing zone centered along the physical centerline of the link (roadway) rather than each lane as an individual link. Thus, the TEXIN2 program does the same. To model the various intersection configurations, the TEXIN2 model recognizes three different types of links:

(1) Intersection links representing the four legs of the major intersection (there are usually four of these cards—for a T-intersection there would not be a card for the missing leg).

- (2) Links on which the traffic incurs no delay, such as connecting links approximating curves in the roadway significantly distant from the intersection to be free of delay (there must be NNDL number of these cards).
- (3) Links on which the traffic incurs delay, such as side streets controlled by stop or yield signs (there must be NDL number of these cards).

Table 1 gives the input data sequence (and format) for the Link Description cards. Not all of these data are necessary for each type of link. Any unnecessary parameters may be omitted from the Link Description cards (see Example 2).

In determining the geometrical inputs to the TEXIN2 program, a localized x - y coordinate system is assumed for the intersection locale with the origin of the coordinate system placed at the approximate physical center of the intersection. The positive y-axis is then taken as being aligned with due north. (This is an arbitrary assignment, but must be adhered to for all geometric inputs.)

The first four Link Description cards are for the four intersection links with the first card for the north leg, the second for the east leg, the third for the south leg, and the fourth for the west leg. This sequence must be followed for proper traffic evaluation. The Link Description cards contain the following data:

(1) The link association number. For the four intersection links, this is simply the link number where:

$$LA: 1 = North$$

$$2 = East$$

$$3 = South$$

$$4 = West$$

For NNDL and NDL links, LA is the intersection link with which the link is associated.

- (2) The endpoints of the intersection end of the link, XL1 and YL1. These should be at the approximate center of the intersection for the four intersection links.
- (3) The endpoints of the upstream end of the link, XL2 and YL2.

(4) Type of link:

TYP: AG = At-gradeFL = FillDP = DepressedBR = Bridge

(5) The actual width of the roadway excluding the width of the shoulders, WL.

(6) The source emission height, HL (zero for at-grade scenarios).

- (7) The number of vehicles/hour approaching the intersection on the link, VPHI.
- (8) The average speed of non-delayed vehicles on the link, VSP.

- (9) The number of approach lanes on the link, NLN. Included in this parameter are any exclusive right-turn lanes that do not allow right turns on red.
- (10) The number of exclusive left-turn lanes on the link, NLTL.
- (11) The number of exclusive right-turn lanes on the link, NRTL. This figure only includes those lanes that allow right turns on red.
- (12) The fraction of vehicles turning left on the link, FLT.
- (13) The fraction of vehicles turning right on the link, FRT.
- (14) Flag indicating left turn signalization for the link or the type of control for the minor street in unsignalized intersections:

LTFLG: 0 = No left turn phase (signalized intersection) 0 = Yield control (unsignalized intersection) 1 = Left turn phase (signalized intersection) 1 = Stop control (unsignalized intersection)

- (15) The width of the lanes used for through traffic, *THWIDE*. If more than one lane is used per approach, this value is the average of all approach lane widths.
- (16) The width of the exclusive left turn lanes, *LTWIDE*. If more than one exclusive left turn lane is available, this value is the average of the left turn lane widths.

For unsignalized intersections, the major roadway (*i.e.*, the roadway with the right-of-way) must align with the north-south direction (links 1 and 3), and the flag, LTFLG, indicates whether the minor street is controlled by a yield (0) or stop (1) sign. The program is *not* capable of modeling an uncontrolled intersection.

The TEXIN2 model may be used to model emissions from T-intersections. A T-intersection is handled by simply omitting the card which corresponds to the *missing* leg. Additionally, the fraction of vehicles turning on the other three legs must be such that no traffic leaves the intersection on the missing leg.

If there are any links on which the traffic does not incur delay, the Link Description cards for these are supplied next. The data on these cards begin with the link association number, LA, and end with the source emission height, HL. The link association number simply associates the particular link and other variables with one of the four intersection links. There should be NNDLof these cards and no particular sequencing of the data is necessary (see Example 2).

Next, Link Description cards for any minor streets on which the traffic incurs delay are inputted. The cards must contain all the data from LA to LTFLG. The link association number, LA, indicates which of the intersection links the particular link intersects. The endpoints XL1 and YL1, are the endpoints of the intersection end of the minor link. Again, the flag, LTFLG, is zero for yield control and one for stop control on the minor link. The remaining variables are as defined previously (see Example 3). Minor streets can only be modeled if they intersect one of the four intersection links; however, if they do not intersect one of these links, they are presumably at a large enough distance away from the intersection that their contribution to the air quality in the immediate vicinity is negligible.

F. Receptor Location Cards

The next type of input card is the Receptor Location card. These cards are illustrated in Table 1 and Figure 2. One card is needed for each receptor, and thus, there must be NR of these cards in any order. The Receptor Location card contains the coordinates XR and YR (with respect to the localized x - y coordinate system), as well as the height, ZR, of the receptor.

G. Meteorological Conditions Card

The next type of input card is the Meteorological Conditions card. Only one card is necessary per simulation. Table 1 gives the input data sequence to be followed and the data format. This card contains the following data:

- (1) The wind speed, U (m/sec).
- (2) The wind angle with respect to the positive y-axis (Link 1), BRG (e.g., a wind from due east would be entered as 90°). If a worst case wind angle search is invoked, BRG represents the wind angle increment used in determining the worst case wind angles for each receptor.
- (3) The ambient temperature, AMBT (°F).
- (4) The Pasquill stability class, CLAS (A = 1 to F = 6).
- (5) The atmospheric mixing height, MIXH (m).
- (6) The ambient background concentration, AMB (ppm).
- (7) The surface roughness, Z0 (cm).
- (8) The averaging time, ATIM (min).

To determine atmospheric stability, the nomograph presented in Figure 3 is suggested.¹² Surface roughness may be estimated by use of the values given by Myrup and Ranzieri¹¹ presented in Table 2. A value of 1000 m is recommended for the mixing height in the absence of better data.

H. Zero-Mile Tampering Levels and Deterioration Rates

The zero-mile tampering levels and deterioration rates are required when MOBILE3 is being used as the emissions model and TAMFLG = 0. Data for user supplied tampering rates will depend upon the inspection/maintenance program requested. If an inspection/maintenance program is not invoked and user supplied tampering effects are to be included, the user will need to supply 8



Figure 3

.Stability Class Curves for the TEXIN2 Model

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Type of Surface	Roughness z_0 (cm)
Smooth mud flats	0.001
Tarmac (pavement)	0.002
Dry lake bed	0.003
Smooth desert	0.03
Grass (5–6 cm) (4 cm)	0.75 0.14
Alfalfa (15.2 cm)	2.72
Grass	11.4
Wheat (60 cm)	22
Corn (220 cm)	74
Citrus orchard	198
Fir forest	283
City land-use: •Single-family residential Apartment residential Office Central-business district Park	108 370 175 321 127

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Table 2Surface Roughnesses for Various Types of Terrain11

tampering rate records. There are two records for each of the four vehicle types that tampering data affect. These records are for zero-mile tampering levels and the percent of tampering increase per 10,000 miles. Tampering is applied to the following vehicle classes: LDGV, LDGT1, LDGT2, and HDGV. The first set of records in the tampering data are the zero-mile levels for each vehicle class. The second set of records in the tampering data file are for the tampering deterioration rates. With no inspection/maintenance, there are four records in each of these sets. However, if inspection/maintenance is invoked, tampering rates for I/M cases must be included in the data file. The I/M records will follow the corresponding record for the non-I/M case. Therefore, there will be a total of 16 records when an inspection/maintenance program is selected along with user supplied tampering data. The FORMAT statement for reading the zero-mile levels is 7F8.4 and the FORMAT for reading the deterioration rates is 7F9.5. The MOBILE3 default tampering data are in BLOCK DATA Subprogram 17 of TEXIN2 for those users who wish to see an example of the layout of the tampering data.

I. Mileage Accrual/Registration Distribution Cards

The mileage accrual/registration distribution cards are used when local values of those data are available. The model expects these cards in the input data when MYMRFG > 1. When MYMRFG = 2, 16 mileage accrual records must be inserted at this point. Similarly, when MYMRFG = 3, 16 registration distribution records are placed at this location. When MYMRFG = 4, the user must specify both 16 mileage accrual records and 16 registration distribution records with the mileage accrual records being first. The FORMAT statement for each of these records if 10F5.3.

J. Inspection/Maintenance Program Parameters

The data in the inspection/maintenance record can contain two different types of records depending on the value of IMFLAG. The first type (IMFLAG = 1) requires less user input than the second and uses the MOBILE2⁶ I/M credits. The required data for I/M programs are presented below:

- (1) Last two digits of the year of the I/M program implementation, ICYIM (60-99, 00-20)
- (2) Stringency level of the I/M program, ISTRIN (10-50)
- (3) Mechanic training flag indicating whether mechanic training is an integral part of the I/M program:

IMTFLG: 1 = No mechanic training part of I/M 2 = Mechanic training part of I/M

(4) Earliest model year included in the I/M program, MODYR1 (41-99, 00-20)

- (5) Latest year model included in the I/M program, MODY R2 (41-99, 00-20, but not earlier than the value in item 4)
- (6) The type of vehicles to be affected by the I/M:

ILDT: 1 = LDGV 2 = LDGV and LDGT1 3 = LDGV and LDGT2 4 = LDGV and LDGT1 and LDGT2

(7) The type of I/M test being implemented for 1981 and later light duty vehicles:

ITEST: 1 = Idle test 2 = Two-speed idle test 3 = Loaded test

(8) The standards used in conjunction with the I/M short test for 1981 and later light duty vehicles:

ICUTS: 1 = 0.5% CO 2 = 1.2% CO 3 = 3.0% CO

The format statement for this record is: 2(I2,1X),I1,1X,2(I2,1X),3(I1,1X). If *IMFLAG* is set to one, the user must specify the first five of the above parameters. If *IMFLAG* is two, all of the above parameters must be specified. Setting *IMFLAG* = 1 corresponds to the following: *ILDT* = 1, *ITEST* = 1, and *ICUTS* = 3.

K. Vehicle Scenario Card

The next input card required is the Vehicle Scenario card. The data on this card are described in Table 1 and are illustrated in Figure 2. Only one card is needed per simulation. The card contains the following information:

(1) The region being modeled:

- (2) The last two digits of the calendar year being modeled, ICY.
- (3) The percent of non-catalyst equipped vehicles in the cold start mode, PCCN.
- (4) The percent of catalyst equipped vehicles in the hot start mode, PCHC.
- (5) The percent of catalyst equipped vehicles in the cold start mode, PCCC.
- (6) The VMT mix for the eight individual MOBILE3 vehicle types:

LDGV: Light duty gasoline vehicles

LDGT1: Light duty gasoline trucks with a gross vehicle weight rating (GVWR) of less than 6001 lbs

LDGT2:	Light duty gasoline trucks with a gross vehicle weight rating (GVWR)
	of less than 8501 lbs
HDGV:	Heavy duty gasoline vehicles
LDDV:	Light duty Diesel vehicles
LDDT:	Light duty Diesel trucks
HDDV:	Heavy duty Diesel vehicles
MC:	Motorcycles.

The VMT mix is only needed if a value of one (1) is inputted for VMFLAG on the Flags card. If the VMT mix is not supplied, the MOBILE3 default VMT mix will be utilized. For those users that desire to use the MOBILE3 percent hot/cold starts, enter 20.6%, 27.3%, and 20.6% for PCCN, PCHC, and PCCC, respectively.

L. Optional Air Conditioning, Extra Loading, and Towing Corrections

The optional emission factor correction cards are required when ALHFLG > 1. When ALHFLG > 1 the following data are needed:

- (1) AC usage factor. This factor is used as a toggle switch for air conditioning adjustments. When AC is greater than zero (but less than or equal to 1), MOBILE3 calculates the percentage of vehicles with AC in use.
- (2) Extra loading fractions. Three extra loading fractions (for LDGV, LDGT1, and LDGT2) are required when ALHFLG > 1. These values are the fractions of each vehicle type with an extra 500 lb load. These fractions must be in the range of zero through one.
- (3) Trailer towing fractions. When ALHFLG = 2, this value is the fraction of light duty vehicles and trucks towing a trailer. When ALHFLG = 3, there are three separate towing fractions, one for each vehicle type (LDGV, LDGT1, and LDGT2).
- (4) Dry bulb temperature in °F (ALHFLG = 3).
- (5) Wet bulb temperature in °F (ALHFLG = 3).

When ALHFLG = 2 and air conditioning corrections are applied (as indicated by $0 < AC \le 1$), the dry and wet bulb temperatures default to 85°F and 75°F (about 63% relative humidity at 1 atm), respectively. Note that the dry bulb temperature must never be less than the wet bulb temperature. Furthermore, the range on the temperature is 0°F to 110°F. The format statement for this record is 5F4.3 when ALHFLG = 2 and 7F4.3,2F4.1 when ALHFLG = 3.

M. ATP Program Characteristics Records

These records must be the last cards for an individual run when EMFLG = 4. As stated in the previous chapter, the ATP program option requires three trials of MOBILE3. The first of these does not consider ATP data. The second is for the 1968 to 1979 vehicle fleets. The last is for the 1980 to 2020 vehicle fleets. When an ATP program is employed, the two records that describe each ATP program must contain the following information:

- (1) Last two digits of the year of ATP implementation, LAPSY (60-99, 00-20)
- (2) First model year to be included in the ATP, LAP1ST (41-99, 00-20)
- (3) Last model year to be included in the ATP, LAPLST (41-99, 00-20)
- (4) Vehicle classes covered by the ATP (LVTFLG). If a vehicle class is covered, the value must be two. If the class is not covered, the value must be set to one. Four vehicle classes can be covered by an ATP: LDGV, LDGT1, LDGT2, and HDGV. The values for each class are given in that order without any spaces between the numbers.

Further information on the implementation of anti-tampering programs is given in Appendix A. The format statement for this record is I2,1X,I2,1X,I2,1X,I4.

N. Idle Emission Factor Estimate Card

The idle emission factor record must be present when EMFLG = 2. Under these conditions, the user is using the short-cut emissions routine with the idle emission factor being specified. This emission rate is in gm/min.

O. Additional Notes Concerning Multiple Simulations with TEXIN2

The TEXIN2 model is capable of running multiple simulations without total program restart. This is done by simply appending the input for all subsequent runs to the bottom of the main input file attached to logical unit number (LUN) five of the model. Each run should be treated as if it were the only simulation desired. The model contains a subroutine called RESET that is used to change all modified parameters (*e.g.*, the VMT mix) back to the default parameters before executing any subsequent simulation. Furthermore, any external file opened to satisfy MOBILE3 options is closed before the next run. Therefore, each TEXIN2 run that uses a MOBILE3 option requiring an external file will need to specify the file name in the input data of that run. The use of these external files is explained in Appendix A.

P. Discussion of Output

The output from the TEXIN2 model is variable, depending on the value inputted on the Flags card for the integer variable, PRTFLG. Three different output formats are available. They are:

- (1) The abbreviated output (PRTFLG = 0)
- (2) The basic output (PRTFLG = 1)
- (3) The extended output (PRTFLG = 2).

The abbreviated output consists of a summary of the input meteorological and intersection parameters as well as a listing of the pollutant concentration at each receptor. In addition, the basic output also contains a summary of all the input data to the program, including the MO-BILE3 options invoked, as well as a description section for both the physical links and constructed pseudolinks. The extended output contains all that is included in the abbreviated and basic outputs along with a section summarizing the intersection traffic flow analyses, including the volume to capacity ratio (V/C), stopped delay per vehicle, *etc.* The extended output also includes the MOBILE3 emission factors and the contribution from each link to the pollutant concentration at each receptor.

For a four-way stop, the type of output is controlled by both INTFLG and PRTFLG. With INTFLG = 2, the model will print a traffic analysis report for the intersection. This analysis will not be printed for INTFLG = 3. Extended output for the 4-way stop configuration may be obtained with PRTFLG = 2 as in the other scenarios. Requesting extended output will generate a report on the link contributions to the pollutant estimates.

If a worst case wind angle analysis is desired, the sections containing the contribution from each link to the receptor concentrations and the receptor concentrations for a specific wind angle are not printed. For the worst case option, these sections have been replaced by a section containing the angles that yield the highest carbon monoxide concentrations for each receptor. The resulting carbon monoxide concentrations for each of these wind angles are also printed. If WCFLAG = 3the output will include predictions at each wind angle increment. For this case, the amount of output will depend upon the value chosen for BRG.

Chapter 4

TEXIN2 Examples

Six examples have been prepared and are presented in order to facilitate the understanding of the capabilities and use of the TEXIN2 model. Many of the cards in the example input data contain comments near the end of the record. These comments are soley to aid in understanding the input sequence. They are not read by the model and hence do not affect the output.

A. Example One

The first example is the simple case of an intersection with four right angle corners. All four legs extend 1000 m from the intersection and are geometrically identical having two approach lanes, one exclusive left turn lane, and no right turn lanes. Each leg is 15 m wide and the area may be considered an at-grade scenario. The simulated intersection is presented in Figure 4. All major link numbers are circled on the overhead view.

The input cards for example one are presented in Figure 5. The first two cards are the Heading and the Flags cards. Note that VMFLAG is zero indicating that the MOBILE3 default VMT mix is to be used. Flag INTFLG is set to one indicating a signalized intersection. Extended output is required so PRTFLG is set to two. The carbon monoxide concentration at two receptors (NR = 2) is desired and no additional links are needed in the simulation (NNDL = NDL = 0). The signalization is eight phase (NP = 8) with an 80 sec cycle length (CY = 80.). The MOBILE3 emissions routine without anti-tampering programs is used to estimate the emissions (EMFLG = 3). No I/M program is to be invoked (IMFLAG = 0) and national default tampering rates are employed (TAMFLG = 1). Since the example is not modeling a T-intersection, TFLAG is set to one indicating that MOBILE3 default mileage accrual and registration distributions are to be employed. No optional correction factors are used so ALHFLG = 1 and the worst case wind angle analysis has been disabled by setting WCFLAG = 1.

The next four cards are Link Description cards which describe the four intersection legs. Note that XL1 and YL1 are the endpoints at the intersection end of the link (*i.e.*, (0.,0.) for all four links in this simulation), and that XL2 and YL2 are the upstream end of the links, 1000 m from the origin (*i.e.*, (0.,+1000.), (+1000.,0.), (0.,-1000.), and (-1000.,0.) for links one through four, respectively). The links are all at-grade (TYP = AG and HL = 0.0) and 15 m in width (WL = 15.0). All four links have two approach lanes (NLN = 2), one exclusive left turn lane (NLTL = 1), and no exclusive right turn lanes (NRTL = 0). A value of unity is given on each card for the integer variable LTFLG, indicating a left turn phase for all four approaches. The lane width for both through and left turn lanes is set to the standard width of 3.66 m (12 ft) on





Overhead View of the Intersection in Example 1

all legs. The approach volumes, vehicle speeds, and fractions of left and right turning vehicles for the individual links are as given on the Link Description cards in Figure 5; thus, for the first link: traffic volume on link, VPHI = 950; vehicle speed, VSP = 45.; fraction left turning, FLT = 0.25; fraction right turning, FRT = 0.15.

Since there are no additional links to be modeled (NNDL = NDL = 0), the next input cards are the Receptor Location cards giving the geometric coordinates of the two receptors. There is one card per receptor. For the first card (receptor x, y, z-coordinates), XR = +20., YR = +20., and ZR = 2., and for the second receptor, XR = -20., YR = +20., and ZR = 2. Following this record is the Meteorological Conditions card. The wind speed is 3 m/sec (U = 3.0). The wind direction measured clockwise from the positive y-axis is 135° (BRG = 135.). The ambient temperature is $68^{\circ}F$ (AMBT = 68.0) and the atmospheric stability class is D (CLAS = 4). The mixing height is taken as 1000 m (MIXH = 1000.), the background concentration as zero (AMB = 0.0), the surface roughness as 150 cm (ZO = 150.0), and the averaging time as 60 min (ATIM = 60.0). These data are illustrated in Figure 5.

The final card is the Vehicle Scenario card. The region being modeled is a low-altitude, non-California region (IREJN = 1). The year being modeled is 1980, thus ICY = 80. The percentages of hot/cold starts are: PCCN = 25.0, PCHC = 35.0, and PCCC = 25.0. Since VMFLAG was set to zero on the flags card, no VMT mix data are supplied by the user.

Figure 6 gives the output from Example One in the extended format. The first section gives the run title and a summary of the meteorological and intersection parameters. Next, the MOBILE3 emission factor and traffic flow data are summarized. Following this are the traffic parameters for each link. The predicted carbon monoxide concentrations at the receptors (including the back-ground concentration) are presented in the final section of the output.

29

User's Guide Example One for the TEXIN2 Model—Signalized Intersection 0 2 1 2 0 0 8 80. 1 0 3 0 0 1 1 1 Flags Card 0. 0. 1000.AG15.0 0. 950. 45. 2 1 0 .25 1 0. .15 1 3.66 3.66 0. 0.AG15.0 0. -1000.AG15.0 00. 0.AG15.0 0. 1250. 35. 2 1 0 .15 0. 950. 45. 2 1 0 .25 .10 1 3.66 3.66 .15 1 3.66 3.66 2 0. 0. 1000. 0. 3 0. 0. 1250. 35. 2 1 0 .15 .10 1 3.66 3.66 4 0. 0. -1000. Receptor 1: XR, YR, ZR Receptor 1: XR, YR, ZR Meteorological Conditions 20. 20. 2. 2. -20. 20. 3. 135. 68. 4 1000. 0. 150. 60. 35. 25. Vehicle Scenario 1 80 25.

Figure 5

Input Data Cards Used in Example 1

*****	* * * * * * * *	*******	* * * * * * * * * *	، ۲۵ ****	MU INTE	RSECT	ION MODI	EL T	EXIN2	******	* * * * * * * * *	******	* * * * * * * * * * * * * * *
				•									
TITLE: Use	r's Guid	de Examp	le One for	the TEXI	N2 Mode	el S i	gnalized	d Inters	ection				
METEOROLOGIC	AL COND	ITIONS:											
Wind Speed Wind Bearing Temperature	= 135.	deg		Mixing	ity Cla 9 Height 1t Conce			1000.m		Surface Averaging		s = 150. = 60.1	
INTERSECTION	INFORM	ATION:											
Type Delay Links Intersection	= 0				elay Lin		= (80.0 sec D		Signal P TFLAG	nases	= 8 = 0	
						-LINK	SUMMAR	γ					
<u>Link</u>	<u>Type</u>	Width	Height	VPHI	<u>VSP</u>	NLN	NLTL	NRTL	<u>Flt</u>	FRT	LTFLG	THWIDE	LTWIDE
1	AG	15.0	0.0	950.	45.0	2	1	0	. 2500	. 1500	1	3.66	3.66
2	AG	15 .0	0.0	1250.	35.0	2	1	ο	. 1500	. 1000	1	3.66	3.66
3	AG	15.0	0.0	950.	45.0	2	1	0	. 2500	. 1500	1	3.66	3.66
4	AG	15.0	0.0	1250.	35.0	2	1	ο	. 1500	. 1000	1	3.66	3.66

•

TEXIN2 Output for Example 1

		*****		MOBILES EM	ISSION CAL	CULATIONS-		********		
			•							
User supplied V Anti-tampering			User	supplied T supplied m	nileage acc	rual: No	User	supplied r	-	No on data: No
			MOBILE3 E	EMISSION FA	CTORS (GRA	MS CO/VEHI	CLE MILE)-			
	Scenar i	Year PCCN PCHC PCCC	n = 1 = 1980 = 25.0 = 35.0 = 25.0 ate= 500.0		nicle Mix:	LDGV = 0. LDGT1= 0. LDGT2= 0. HDGV = 0.	133 088	LDD1	/ = 0.005 = 0.001 / = 0.060 = 0.007	
Speed	LDGV	LDGT 1	LDGT2	HOGV	LDDV	LDDT	HDDV	MC	LDGT	All Modes
45.0	22.0	29.8	37 5	90.7	0.7	1.1	7.1	15.7	32.8	26.1
35.0	27.9	36.6	47.2	100.3	O.8	1.3	8.3	19.2	40.8	32.3
10.0	94.6	117.9	165.9	337.1	2.5	4.2	27.0	62.2	137.0	108.8
			MOBIL	E3 IDLE EN	IISSION RAT	E (GRAMS C	O/MIN)			
	LDGV	LDGT 1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	LDGT	All Modes
	12.6	13.2	14.6	9.4	0.2	0.3	0.9	3.7	13.8	11.9

TEXIN2 Output for Example 1 (Continued)

•

Volume/Capacity= 0.95 Stopped Pelay= 37.7 sec/veh Approach Delay= 51.0 sec/veh Time in Queue= 47.7 sec/veh Fraction Stopping= 0.80

.

Fraction of Excess Emissions Due to: Vehicles Idling= 0.32 Vehicles Turning= 0.06 Vehicles Stopping & Slowing= 0.61

Link	<u>XL 1</u>	<u>YL 1</u>	XL2	YL2	Length	VEH/HR	Speed	MGM CO/M-SEC
1	0.0	0.0	0 / 0	1000.0	1000.0	1832.	45.0	8.26
2	0.0	0.0	1000.0	0.0	1000.0	2567.	35.0	14.30
3	0 0	0.0	0.0	- 1000 , 0	1000.0	1832.	45.0	8.26
4	0.0	0.0	~1000.0	0.0	1000.0	2567.	35.0	14.30
5	0.0	0.0	0.0	67.4	67.4	1832.	45.0	86.93
6	0.0	0.0	88.7	0.0	88.7	2567.	35.0	95.33
7	0.0	0.0	0.0	-67.4	67.4	1832.	45.0	86.93
8	0.0	0.0	-88.7	0.0	88.7	2567.	35.0	95.33

Figure 6

	***		-LINK PC	LLUTANT	CONTRIB	JTION			
Contribution from each	link to pe	ollutant	concentr	ation a	t recept	or 1:			
Link Number: Contribution (ppm):	1	2	з	4	5	6	7	8	
Contribution (ppm):	0.0	0.8	0.0	0.0	0.0	5.3	0.0	0.0	
Contribution from each	link to po	ollutant	concentr	ration a	t recept	or 2:			
Link Number:	1	2	З	4	5	6	7	8	
Contribution (ppm):	O.3	0.4	0.2	0.5	2.8	2.4	2.1	3.1	

دې 44

 	RECEPTOR DESCRIP	TION AND MODEL PREDIC	TIONS	
Receptor	XR	YR	ZR	*(mqq) 03
1	20.0	20.0	2.0	6.1
2	-20.0	20.0	2.0	11.8
*Includes Background	d Ambient Concentratio	on of 0.0 ppm		



B. Example Two

The second example is an unsignalized intersection that illustrates the ability of the model to simulate curved roadways. This example also presents the use of some of the MOBILE3 options. The intersection corresponding to this example is given in Figure 7.

A value of one for VMFLAG (user-supplied VMT mix), two for PRTFLG (extended output), and zero for INTFLG is placed on the Flags card. Since six additional links are required to model the curved sections of the roadway, NNDL is set to six. Since the intersection is not signalized, NP and CY are set to zero. Pollutant concentrations at three receptors (NR = 3) are desired and there are no additional links on which traffic incurs delay (NDL = 0). Since the intersection is unsignalized, CMAFG has no effect on the model. Therefore, CMAFG may be set to either zero or one. The intersection has four major links (TFLAG = 0). A MOBILE3 anti-tampering program is to be used and a user-supplied registration distribution (MYMRFG = 3) is employed. The anti-tampering program for the 1968-1979 span is presented in Figure 9 and the program for the 1980-2020 span is presented in Figure 10. The registration distribution data are presented in the data file (Figure 8) before the vehicle scenario card. No optional correction factors are used in this example (ALHFLG = 1) and the worst case wind angle analysis is not being used (WCFLAG = 1).

The next two cards are for subroutine OPENER (see Appendix A). These two cards contain the file names of the data for the ATP. The first file name corresponds to the 1968–1979 ATP data and the last file name corresponds to the 1980–2020 data. Complete details on the use of MOBILE3 ATP data are given in Appendix A. The anti-tampering programs used in this example are extracted from Appendix B on pages B-28 and B-34 for the early and late programs, respectively.

The next four cards are the Link Description cards. For an unsignalized intersection, the coordinate system must be chosen so that the major road lies along the y-axis (and thus assigned to links one and three). Traffic on the major roadway is assumed to not incur delay (except for left-turning vehicles). Values of LTFLG are not significant for the major road (links 1 and 3), but are necessary for the minor road (links 2 and 4). A value of one is given for LTFLG for the minor road indicating stop sign controlled approaches. The next six cards are for the additional links required to fit the curves. The first variable on each of these cards is LA, the link association number, and indicates from which of the four intersection links the additional links extend. In this example, three of the links have LA = 2 and three have LA = 4 since they are extensions of the minor road. Since the traffic on these links is assumed to incur no delay, they must be sufficiently distant from the intersection. The variables VPHI and LTFLG are not needed for the NNDL links and are omitted from the Link Description cards.

Following the Receptor Location and Meteorological Conditions card are the user-specified registration distributions. There must be a total of 16 of these records. If mileage accrual data



Figure 7 Overhead View of the Intersection in Example 2

ATP49 ATP51 1 0. 0. 0. 400.AG17.5 0. 450. 35. 2 1 0 .10 .10 0 3.66 3.66 2 0. 0. 200. 0.AG14.0 0. 100. 35. 1 0 0 .20 .15 1 3.66 3.66 3 0. 0400.AG17.5 0. 350. 35. 2 1 0 .10 .10 0 3.66 3.66 4 0. 0200. 0.AG14.0 0. 125. 35. 1 0 0 .20 .15 1 3.66 3.66 2 200. 0. 285. 20.AG14.0 0. NNDL Link 2 285. 20. 360. 70.AG14.0 0. NNDL Link 4 -200. 029520.AG14.0 0. NNDL Link 4 -2952036060.AG14.0 0. NNDL Link 4 -2952036060.AG14.0 0. NNDL Link 4 -36060400120.AG14.0 0. NNDL Link 4 -36060400120.AG14.0 0. NNDL Link 2 120. 88. 3 1000. 0. 150. 60. Meteorological Conditions 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGV.my ages 1-10 0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008 LDGV.my ages 1-10 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 LDGT.my ages 1-10 0.0680.0870.120.0750.1040.0970.0830.0610.036 LDGT.my ages 1-10 0.0660.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 1-10 0.0360.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 1-10 0.0360.0280.0190.0150.0110.0080.0040.0080.022 LDGT1.my ages 1-10 0.0360.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 1-10 0.0360.0280.0190.0150.0110.0080.0040.0080.022 LDGT1.my ages 1-10 0.0360.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 1-10
1 0. 0. 400.AG17.5 0. 450.35.2 1 0 10 0 3.663.66 2 0. 0. 200. 0.AG14.0 0. 100.35.1 0 200.15 1 3.663.66 3 0. 0. -400.AG17.5 0. 350.35.2 1 0 .20 .15 1 3.663.66 4 0. 0. -200. 0.AG14.0 0. 125.35.1 0 .20 .15 1 3.663.66 2 200.0 0.285. 20.AG14.0 0. NNDL Link 10 0 3.663.66 2 200.0 0.285. 20.AG14.0 0. NNDL Link 10 10 0 3.663.66 2 200.0 0. -295. -20.AG14.0 0. NNDL Link 4 -200.0 0. -20.AG14.0 0. NNDL Link 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10
2 0. 0. 200. 0. AG14.0 0. 100. 35. 1 0 200. 15 1 3.66 3.66 3.66 3 0. 0. -200. 0. AG14.0 0. 125. 35. 1 0 0. 0 3.66 3.66 3.66 4 0. 0. -200. 0. AG14.0 0. 125. 35. 1 0 0.20 .15 1 3.66 3.66 2 200. 0. 285. 20. AG14.0 0. NNDL Link 2 285. 20. 360. 70.AG14.0 0. NNDL Link 4 -200. 0. -295. -20.AG14.0 0. NNDL Link 4 -360. -60. -400. -120.AG14.0 0. NNDL Link 200. 20. 2. . Receptor 1: XR, YR, ZR -200. 20. 2. . Receptor 3: XR, YR, ZR -300. 0. 2. . . Meteorological Conditions
3 0. 0. -400.AG17.5 0. 350.35.2 10 10 03.663.663 4 0. 0. -200.0 0.AG14.0 0. 125.35.1 00.20 .15 13.663.663 2 200.0 0. 285.20.AG14.0 0. NNDL Link 2 285.20.360.70.AG14.0 0. NNDL Link 2 360.70.390.130.AG14.0 0. NNDL Link 4 -200.0 0. -29520.AG14.0 0. NNDL Link 4 -295. -20.AG14.0 0. NNDL Link NNDL Link 4 -295. -20.0 -36060.AG14.0 0. NNDL Link 4 -36060400120.AG14.0 0. NNDL Link NNDL Link 200. 20.2. 2. Receptor 1: XR, YR, ZR -300.0 0.2. 2. Receptor 3: XR, YR, ZR -300.0 0.2. 2. Receptor 3: XR, YR, ZR -300.0 0.2. 2. Receptor 3: XR, YR, ZR -300.0 0.2. 10.0080.06060.0050.0085 LDGV.my ages 11-20 0.0650.08
4 0. 0. -200. 0. AG14.0 0. 125. 35. 1 0 .20 .15 1 3.66 3.66 2 200. 0. 285. 20. AG14.0 0. NNDL Link 2 285. 20. 360. 70. AG14.0 0. NNDL Link 2 2860. 70. 390. 130. AG14.0 0. NNDL Link 4 -200. 0. -295. -20. AG14.0 0. NNDL Link 4 -295. -20. -360. -60. AG14.0 0. NNDL Link 4 -360. -60. -400. -120. AG14.0 0. NNDL Link 200. 20. 2. Receptor 1: XR, YR, ZR XR, YR, ZR -200. 20. 2. Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR -300. 0. 150. 60. Meteorological Conditions 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGVmy ages 1-10 .DG430.0370.0260.0200.0150.0110.0080.0050.0086 .LDGVmy ages 11-20 0.0410.0360.02
2 200. 0. 285. 20.AG14.0 0. NNDL Link 2 285. 20. 360. 70.AG14.0 0. NNDL Link 2 360. 70. 390. 130.AG14.0 0. NNDL Link 2 360. 70. 390. 130.AG14.0 0. NNDL Link 4 -200. 0. -295. -20.AG14.0 0. NNDL Link 4 -295. -20. -360. -60.AG14.0 0. NNDL Link 4 -360. -60. -400. -120.AG14.0 0. NNDL Link 200. 20. 2. . Receptor 1: XR, YR, ZR -20. 20. 2. . Receptor 2: XR, YR, ZR -300. 0. 2. . Receptor 3: XR, YR, ZR -300. 0. 150. 60. Meteorological Conditions 0.0650.0830.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGVmy ages 1-10 . 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 . LDGV.my ages 1-10 . 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022
2 285. 20. 360. 70.AG14.0 0. NNDL Link 2 360. 70. 390. 130.AG14.0 0. NNDL Link 4 -200. 0. -295. -20.AG14.0 0. NNDL Link 4 -295. -20. -360. -60.AG14.0 0. NNDL Link 4 -295. -20. -60.AG14.0 0. NNDL Link 4 -360. -60. -400. -120.AG14.0 0. NNDL Link 200. 20. 2. Receptor 1: XR, YR, ZR XR, YR, ZR -20. 20. 2. Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR -300. 0. 150. 60. Meteorological Conditions 0.0650.0830.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGVmy ages 1-10 LDGV.my ages 11-20 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 LDGV.my ages 1-10 LDG11.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 LDGT1.my ages 11-20 LDG71.my ages
2 360. 70. 390. 130.AG14.0 0. NNDL Link 4 -200. 0. -295. -20.AG14.0 0. NNDL Link 4 -295. -20. -360. -60.AG14.0 0. NNDL Link 4 -360. -60. -400. -120.AG14.0 0. NNDL Link 4 -360. -60. -400. -120.AG14.0 0. NNDL Link 200. 20. 2. Receptor 1: XR, YR, ZR Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR -300. 0. 150. 60. Meteorological Conditions 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGVmy ages 1-10 .LDGVmy ages 1-10 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 .LDGT1.my ages 1-10 .LDGT1.my ages 11-20 0.06410.0360.0280.0240.0200.0170.0140.0100.0080.022 .LDGT1.my ages 11-20 .LDG71.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
4 -200. 0. -295. -20.AG14.0 0. NNDL Link 4 -295. -20. -360. -60.AG14.0 0. NNDL Link 4 -360. -60. -400. -120.AG14.0 0. NNDL Link 200. 20. 2. NNDL Link NNDL Link 200. 20. 2. NNDL Link -20. 20. 2. Receptor 1: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR 2. 120. 68.3 1000. 0. 150. 60. 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGVmy ages 1-10 .LDGVmy ages 1-10 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 .LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 .LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
4 -295. -20. -360. -60.AG14.0 0. NNDL Link 4 -360. -60. -400. -120.AG14.0 0. NNDL Link 200. 20. 2. Receptor 1: XR, YR, ZR -20. 20. 2. Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR 2. 120. 68.3 1000. 0. 150. 60. 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGVmy ages 1-10 0.0430.0370.0260.0200.0150.0110.0080.00650.0088 .LDGVmy ages 1-10 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 .LDGVmy ages 11-20 .LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 .LDGT1.my ages 11-20 .LDG71.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
4 -360. -60. -120.AG14.0 0. NNDL Link 200. 20. 2. Receptor 1: XR, YR, ZR -20. 20. 2. Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR 2. 120. 68.3 1000. 0. 150. 60. 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGVmy ages 1-10 0.0650.0830.0980.0970.0850.0990.0970.0840.0650.008 LDGVmy ages 1-10 0.0650.0830.0950.0260.0150.0110.00860.0770.0590.036 LDGVmy ages 11-20 0.0640.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 LDGT2.my ages 1-10
200. 20. 2. Receptor 1: XR, YR, ZR -20. 20. 2. Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR 2. 120. 68. 3 1000. 0. 150. 60. 0.0650.0830.0970.0850.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGV.my ages 1-10 0.0430.0370.0260.0200.0150.0110.0080.0600.0050.008 LDGV.my ages 1-10 0.0430.0370.1120.0950.0670.0930.0860.0770.0590.036 LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 LDGT2.my ages 1-10
-20. 20. 2. Receptor 2: XR, YR, ZR -300. 0. 2. Receptor 3: XR, YR, ZR 2. 120. 68. 3 1000. 0. 150. 60. 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGV.my ages 1-10 0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008 .LDGV.my ages 11-20 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 .LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 .LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
-300. 0. 2. Receptor 3: XR, YR, ZR 2. 120. 68. 3 1000. 0. 150. 60. Meteorological Conditions 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGV.my ages 1-10 0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008 LDGV.my ages 1-10 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 LDGT2.my ages 1-10
2. 120. 68. 3 1000. 0. 150. 60. Meteorological Conditions 0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDGV.my ages 1-10 0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008 LDGV.my ages 11-20 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 LDGT2.my ages 1-10
0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULMYR.LDĞVmy ages 1-10 0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008 .LDGVmy ages 11-20 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 .LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 .LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008 .LDGV.my ages 11-20 0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 .LDGT1.my ages 1-10 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 .LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT1.my ages 1-10 .LDGT2.my ages 1-10
0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022 .LDGT1.my ages 11-20 0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036 .LDGT2.my ages 1-10
0.0330.0570.1040.1050.1010.1250.1000.0750.0470.046 .HDGVmy ages 1-10
0.0470.0410.0280.0180.0100.0080.0070.0060.0050.037
0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 .LDDVmy ages 1-10
0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008
0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036 .LDDTmy ages 1-10
0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022
0.0360.0440.0850.1260.0930.1180.0980.1030.0470.058
0.0490.0450.0290.0170.0090.0070.0060.0050.0040.023 .HDDVmy ages 11-20
0.1330.1450.1380.1160.1230.1140.0690.0440.0240.009 .MCmy ages 1-10
0.0850.0000.0000.0000.0000.0000.0000.00
1 75 39.2 44.5 37.8 .747 .126 .081 .022 .004 .001 .012 .007
84 68 79 2221 ATP params: 1968–1979
84 80 20 2221 ATP paramas: 1980–2020

Figure 8 Input Data Cards Used in Example 2

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											_					-						
**	ANI	10/	۱L	:	INS	PEC	ст ,	AII	R PI	JM#	P, (CA	NIS	TE	RŁ	PC	X:					
																						·
	20		00		. 00		00		. 00		. 00		. 00		. 00		00	. 00		. 00	AIR/CAT	(PREVIOUS)
	.00		20		. 00		00		. 00		. 00		. 00		. 00		00	. 00		. 00	AIR/NCK	
	. 00		. 00		. 20		.00		. 00		. 00		. 00		. 00		00	. 00		. 00	AIR/TNK	
	.00		.00		. 00	0.	20		. 00		. 00		. 00		. 00		00	. 00		. 00	AIR/CAT/	
	.00		.00		. 00		00	0	. 20		. 00		. 00		. 00		00	. 00		. 00	AIR/CAT/	TNK
	.00	۰.	00		. 00	0.	80		. 00	1.	. 00		. 00		. 00		00	. 00		. 00	CAT/NCK	
	00		00		. 00		00	0	. 80		. 00	1	. 00		. 00		00	. 00		. 00	CAT/TNK	
	00		00		. 00		00		. 00		. 00		. 00	0	. 20		00	. 00		. 00	AIR	
0.	80		00		. 00		00		. 00		. 00		. 00		. 00	1.	00	. 00		. 00	CAT	
	00	0.	80		. 00		00		. 00		. 00		.00		. 00		00	1.00		. 00	NCK	
	00		00	Ø	. 80		00		. 00		. 00		.00		. 00		00	. 00	1	. 00	TNK	
	20		00		.00		00		. 00		. 00		. 00		. 00		00	. 00		.00	AIR/CAT	(SUBSEQUENT)
	00		20		.00		00		. 00		. 00		.00		.00		00	. 00		.00	AIR/NCK	(,
	00				. 20		00		. 00		00		.00		. 00		00	. 00		.00	AIR/TNK	
	00		00		.00		20		.00		00		.00		.00		00	.00		.00	AIR/CAT/	NCK
	00		00		. 00		00		20		00		.00		.00		00	.00		. 00	AIR/CAT/	
	00		00		. 00		80		00		.00		.00		.00		00	.00		.00	CAT/NCK	
	00		00		. 00		00		. 80		.00		.00		.00		00	.00		.00	CAT/TNK	
	00		00		.00		00	-	.00		00		.00	۵	. 20		00	.00		.00	AIR	
	80								. 00				.00				00					
			00 80		.00		00		.00		.00				.00			.00		. 00	CAT . NCK	
	00				. 00		00				.00		. 00				00			. 00		
•	00	•	00		. 00	•	00		. 00		. 00		. 00		. 00	•	00	. 00	1	. 00	TNK	

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Figure 9 1968–1979 MOBILE3 Anti-Tampering Program

4 ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO), ** CANISTER & PCV 00 . 00 . 00 . 00 . 00 0.05 . 00 . 00 .00 . 00 . 00 AIR/CAT (PREVIOUS) AIR/NCK .00 0.20 .00 0.15 .00 . 00 .00 .00 . 00 .00 .00 AIR/TNK . 00 .00 0.20 .00 0.15 . 00 . 00 . 00 .00 .00 .00 . 00 . 00 .00 0.05 .00 . 00 .00 .00 . 00 . 00 .00 AIR/CAT/NCK AIR/CAT/TNK .00 . 00 . 00 . 00 .00 . 00 .00 0.05 .00 .00 .00 . 00 . 00 CAT/NCK . 00 . 00 . 00 . 00 0.05 . 00 . 00 . 00 . 00 . 00 .00 .00 .00 .00 .00 0.05 . 00 .00 .00 .00 CAT/TNK 0.15 . 00 . 00 .00 . 00 .00 .00 0.20 . 00 . 00 . 00 AIR . 00 .00 .00 . 00 .00 . 00 . 00 . 00 0.05 . 00 .00 CAT .00 0.05 NCK .00 0.05 . 00 0.20 . 00 . 00 . 00 0.25 . 00 . 00 . 00 0.05 . 00 0.05 . 00 0.20 .00 . 00 .00 0.25 TNK 0.05 .00 . 00 . 00 . 00 .00 AIR/CAT (SUBSEQUENT) .00 . 00 . 00 . 00 .00 . 00 0.15 .00 0.10 . 00 .00 .00 .00 .00 . 00 .00 AIR/NCK .00 0.15 0.10 . 00 AIR/TNK .00 . 00 .00 .00 .00 . 00 . 00 AIR/CAT/NCK . 00 . 00 .00 0.05 . 00 .00 . 00 . 00 .00 . 00 . 00 . 00 . 00 . 00 .00 0.05 . 00 .00 . 00 .00 AIR/CAT/TNK .00 .00 . 00 .00 . 00 . 00 . 00 0.05 . 00 . 00 . 00 . 00 .00 CAT/NCK . 00 .00 . 00 . 00 0.05 .00 . 00 .00 . 00 CAT/TNK . 00 . 00 . 00 . 00 0.15 0.05 0.05 0.05 0.20 . 00 0.05 .00 . 00 AIR .00 . 00 . 00 .00 .00 .00 . 00 .00 0.05 .00 .00 CAT .00 .00 .00 0.15 . 00 NCK . 00 . 00 0.10 . 00 . 00 .00 .00 .00 . 00 . 00 . 00 .00 0.10 . 00 . 00 .00 0.15 TNK

Figure 10 1980-2020 MOBILE3 Anti-Tampering Program

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were also to be supplied, the user would need to place those 16 records immediately before the registration distribution data. The next card is the Vehicle Scenario card. Since a value of one was placed on the Flags card, the user must specify a VMT mix. For this example: LDGV = .747, LDGT1 = .126, LDGT2 = .081, HDGV = .022, LDDV = .004, LDDT = .001, HDDV = .012, and MC = .007. Following the vehicle scenario card are the two anti-tampering characteristics records. The first record describes the first ATP and the second record the second ATP.

The output from this example is presented in Figure 11. The first item on the output is a summary of the meteorological and intersection input data. Next, the MOBILE3 emission data are printed along with the anti-tampering program characteristics and comments. A traffic flow analysis of the major intersection then follows along with link descriptions and finally, the receptor pollutant concentrations.

TITLE: User's Guide Example Two for the TEXIN2 Model--Curved Roadways

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METEDROLOGICAL CONDITIONS

Wind Speed = 2.0 m/s	Stability Class	÷	3 (C)	Surface Roughness	=	150.	CM
Wind Bearing = 120. deg	Mixing Height	=	1000.m	Averaging Time	=	60.	min
Temperature = 68.0 F	Ambient Concentration	=	0.0 ppm				

INTERSECTION INFORMATION:

Type Delay	Links	= Unsi = 0	gnalized		Non-De	Length Play Lin		= = (SUMMAR)	-		Signal Pi TFLAG	nases	= 0 = 0		
	<u>Link</u>	Түре	<u>Width</u>	<u>Height</u>	VPHI	<u>VSP</u>	<u>NLN</u>	NLTL	NRTL	<u>FLT</u>	<u>FRT</u>	<u>LTFLG</u>	<u>THWIDE</u>	<u>LTWIDE</u>	
	1	AG	17.5	0.0	450.	3 5.0	2	1	0	. 1000	. 1000	ο	3.66	3.66	
	2	AG	14.0	0.0	100.	35.0	1	0	0	. 2000	. 1500	1	3.66	3.66	
	Э	AG	17.5	0.0	350.	35.0	2	1	0	. 1000	. 1000	о	3.66	3.66	
	4	AG	14.0	0.0	125.	35 .0	1	0	0	. 2000	. 1500	1	3,66	3.66	

TEXIN2 Output for Example 2

			1-	MOBILE3 EN	MISSIDN CAL	CULATIONS-	****			
er supplied w hti-tampering		s	User	, supplied l supplied n	Campering o mileage acc	ata: No rual: No		ection/Main supplied (No on data: Yes
		۲. ۲.								
					ACTORS (GRA					
	Scenar io	: Region Year	= 1 = 1975	Ver	nicle Mix:	LDGV = 0. LDGT1 = 0.			V = 0.004 T = 0.001	
		PCCN PCHC	= 39.2 = 44.5			LDGT2= O. HDGV ∓ O.		HDDV MC	V = 0.012 = 0.007	
		PCCC	= 37.8			HUGV * U.	022	MC	= 0.007	
		A1+i+i+	:e= 500.0	ft						
		4717144								
Speed	LDGV	LDGT1	LDGT2	HOGV	LDDV	LDDT	HDDV	MC	LDGT	All Modes
Speed 35.0	LDGV			HDGV	LDDV	<u>LDDT</u>	HDDV 8.6	<u>мс</u> 27.8	LDGT 56.6	<u>All Modes</u> 51.6
		LDGT1	LDGT2							
35.0	49,3	LDGT1 51.3	LDGT2 64.8 215.6	124.3 417 7	0.8	1.4	8.6 27.8	27.8	56.6	51.6
35.0	49,3	LDGT1 51.3	LDGT2 64.8 215.6	124.3 417 7	0.8 27	1.4	8.6 27.8	27.8	56.6	51.6

TEXIN2 Output for Example 2 (Continued)

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			MOBILE3 E	MISSION FA	CTORS (GRA	MS CO/VEHI	CLE MILE)-				
<u>Spee</u> d	LDGV	LDGT 1	LDGT2	HDGV	LDOV	LDDT		MC	LDGT	All Modes	
35.0	49.3	51.3	64. 8	124.3	0. 8	1.4	8.6	27.8	56.6	51.6	
10.0	162.3	169.4	215.6	4177	2.7	4.6	27.8	74.8	187.4	170.1	
			MOBIL	E3 IDLE EM	ISSION RAT	E (GRAMS C	O/MIN)				
	LDGV 16.0	LDGT 1 16 7	LDGT2 17.0	HDGV 14.6	<u>LDDV</u> 0.1	<u>LDDT</u> 0. 3	HDDV 1.0	<u>MC</u> 4.5	LDGT 16.8	<u>All Modes</u> 15.8	



TEXIN2 Output for Example 2 (Continued)

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	MOBILE3 Anti-Tampering Program DataMOBILE3 Anti-Tampering Program Data
Start year (January	1): 1984 First model year covered: 1980 Last model year covered: 2020
	Vehicle types covered: LDGV , LDGT1, LDGT2 ** ** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO), ** CANISTER & PCV **

			-MOBILE3 E	EMISSION FA	CTORS (GRAMS	5 СО/VЕНІ	CLE MILE)			
Speed	LDGV	LDGT 1	LDGT2	HDGV		LDDT	HDDV	MC	LDGT	All Modes
35 .0	49.3	51.3	64.8	124.3	O . 8	1.4	8.6	27. 8	56.6	51.6
10.0	162.3	169.4	215.6	417.7	2.7	4.6	27.8	74.8	187.4	170.1

MOBILE3 IDLE EMISSION RATE (GRAMS CO/MIN)

LDGV	LDGT1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	LDGT	All Modes
16.0	16.7	17.0	14.6	0.1	0.3	1.0	4.5	16.8	15.8



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For Link 1: Reserve Capacity= 729, veh Stopped Delay= 0.0 sec/veh Approach Delay= 1.3 sec/veh Time in Queue= 0.0 sec/veh Fraction \$topping= 0.00

For Link 2: Reserve Capacity= 106. veh Stopped Delay= 33.6 sec/veh Approach Delay= 45.5 sec/vel

Approach Dełay= 45.5 sec/veh Time in Queue= 42 5 sec/veh Fraction Stopping= 1.00

For Link 3: Reserve Capacity= 659. veh Stopped Delay= 0.5 sec/veh Approach Delay= 1.9 sec/veh Time in Queue= 0.0 sec/veh Fraction Stopping= 0.00

For Link 4: Reserve Capacity= 89. veh Stopped Delay= 34.7 sec/veh Approach Delay= 47.0 sec/veh Time in Queue= 43.8 sec/veh Fraction Stopping= 1.00 Fraction of Excess Emissions Due to: Vehicles Idling= 0.00 Vehicles Turning= 0.05 Vehicles Stopping & Slowing= 0.95

Fraction of Excess Emissions Due to: Vehicles Idling= 0.30 Vehicles Turning= 0.01 Vehicles Stopping & Slowing= 0.69

Fraction of Excess Emissions Due to: Vehicles Idling= 0.01 Vehicles Turning= 0.05 Vehicles Stopping & Slowing= 0.94

Fraction of Excess Emissions Due to: Vehicles Idling= 0.34 Vehicles Turning= 0.01 Vehicles Stopping & Slowing= 0.64

Figure 11

<u>Link</u>	<u>1</u>	YL 1	<u>XL2</u>	YL2	Length	VEH/HR	Speed	MGM_CO/M-SEC
1	0.0	0.0	0.0	400.0	400.0	770.	35.0	6.86
2	0.0	0.0	200.0	0 0	200.0	261.	35.0	2.33
3	, 0.0	Ο.Ο	0.0	-400.0	400.0	749.	35.0	6.67
4	0.0	0.0	-200.0	0.0	200.0	27 0.	35.0	2.40
5	0.0	0.0	0.0	8 .0	8 .0	770.	35 .0	20.41
6	0.0	0.0	8 .0	0.0	8 .0	261.	35.0	102.79
7	0.0	0.0	0.0	-8.O	8 .0	749.	35.0	20.19
8	0.0	0.0	-12.0	0.0	12.0	270.	35.0	77.39
9	20 0 . 0	0.0	285.0	20.0	87.3	261.	35.0	2.33
10	2 85 .0	20.0	360.0	70.0	9 0 . 1	261.	35.0	2.33
11	36 0.0	70 .0	390.0	130.0	67 1	261.	35.0	2.33
12	- 200 . 0	0.0	~295.0	-20.0	97.1	270.	35.0	2.40
13	-295.0	-20.0	-360.0	. -60.0	76.3	270.	35.0	2.40
14	-360.0	-60.0	-400.0	-120.0	72.1	270.	35.0	2.40

-----LINK DESCRIPTION------

Figure 11

Link Number:		1	2	3	4	5	6	7	8	9	
Contribution	(ppm):	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0. 2	0
Link Number:		11	12	13	14						
Contribution	(ppm):	0.0	0.0	0.0	0.0						
Contribution	from each	link to p	ollutant	concent	ration a	t recepto	or 2:				
Link Number:		1 1	2	Э	4	5	6	7	8	9	
Contribution	(ppm):	0.4	O. 1	0.1	0.1	0.3	1.1	0.2	1.3	0.0	o
Link Number:		۱ <u>۱</u>	12	13	14						
Contribution	(ppm):	0.0	Ο.Ο	0.0	0.0						
Contribution	from each	link to p	ollutant	concent	ration a	t recepto	or 3:				
Link Number:		1	2	3	4	5	6	7	8	9	
Contribution	(ppm):	0.0	0.0	0 1	0.0	0.0	0.0	0.0	0.0	0.0	С
Link Number:		11	12	13	14						
Contribution	(mqq):	0.0	0.2	0.0	0.0						

Receptor	XR	YR	ZR	<u>CO (ppm)</u> *
1	200.0	20.0	2.0	0.2
2	-20 .0	20.0	2.0	3.6
3	-300.0	0.0	2.0	0. 3

*Includes Background Ambient Concentration of 0.0 ppm

Figure 11

C. Example Three

The third example illustrates the ability of TEXIN2 to model several minor unsignalized intersections in conjunction with the major intersection. The MOBILE3 routine is again used and all of its available options are employed. The intersection geometry is presented in Figure 12 (the major roadways are darkest) and the input data in Figure 13. Three additional links are necessary to model the minor intersections. Traffic on these links will incur delay, and thus, they are considered NDL links (NDL = 3).

Since all of the available MOBILE3 options are used, the following flags are set accordingly: VMFLAG = 1, TAMFLG = 0, IMFLAG = 1, EMFLG = 4, MYMRFG = 3, and ALHFLG =3. The anti-tampering data are the same as that used in the previous example and is presented in Figures 9 and 10. The major intersection is signalized (INTFLG = 1) with NP = 5 and CY = 100. The CMA Operations and Design procedure (CMAFG = 1) is to be used. For a four leg intersection, TFLAG is set to zero. The worst case wind angle analysis is not invoked for this example (WCFLAG = 1) but is illustrated for the same intersection in Example 6.

The next two records are for subroutine OPENER (see Appendix A). These records bind files containing anti-tampering program data to the program as in Example 2.

The Link Description cards follow the file name cards. The links for the four major intersection legs are first described. In this example, links 2 and 4 have exclusive left turn lanes with protected greens while links 1 and 3 have neither exclusive left turn lanes or protected greens. Again, all lane widths are set to 3.66 m. Records describing the three additional links follow the cards for the major links. The first variable on each of these cards is the link association number, LA, which indicates which leg of the intersection the minor road intersects. For the minor roadway which intersects (and terminates at) the positive x-axis, a value of two (corresponding to link 2) is selected for the integer variable. For the minor roadway which intersects (and crosses) the negative x-axis, two links are necessary for the simulation and both have values of four for LA. Note that like the four intersection links, the values XL1 and YL1 for the three additional links correspond to the intersection end of the link. The minor roadway intersecting the positive x-axis is controlled by a yield sign (LTFLG = 0). The other minor roadway is controlled by a stop sign (LTFLG = 1). Each roadway actually extends further than shown in Figure 12.

The next cards are the receptor location cards, the meteorological conditions card, and the tampering data cards. The tampering data are, in essence, the MOBILE3 default tampering rates. The next group of 16 records consist of the vehicle registration distribution data. The next data are the inspection/maintenance program parameters. Since IMFLAG = 1, MOBILE2 I/M credits are to be used and five values must be specified on this card. For the present example: ICYIM = 78, ISTRIN = 20, IMTFLG = 1, MODYR1 = 75, and MODYR2 = 83 while ILDT = 1, ITEST = 1, and ICUTS = 3 by default. The next card in the input file is the



Figure 12 Overhead View of the Intersection in Example 3

User's Guide Example Three for the 1 2 1 3 0 3 5100.0141		
ATP49 ATP51		
1 0. 0. 0. 1000.AG1	5.0 0. 300. 45. 2 0 0	.10 .05 0 3.66 3.68
2 0. 0. 1000. 0.AG1		
3 0. 0. 500866.AG1 4 0. 01000. 0.AG1		
4 -200. 0200. 1000.AG1		
4 -200. 02001000.AG1		
2 200. 0. 200. 1000.AG	8.0 0. 65. 35. 1 0 0	.35 .65 0 NDL Link
220. 20. 2.		or 1: XR, YR, ZR
20. 20. 2. -180. 20. 2.		or 2: XR, YR, ZR or 3: XR, YR, ZR
2.5 210. 68. 3 1000. 0. 150		ological Conditions
	00060048 .0002	ZWLTAM. LDGV no I/M
	00060048 .0002	. I/M
.0489 .1353 .1101 .0696	.0502 .0377 .0308	.LDGT1.no I/M
0100 .0332 .0470 .0699 .0489 .1353 .1101 .0696	.0502 .0377 .0308 .0502 .0377 .0308	. I/M . LDGT2. I/M
0100 .0332 .0470 .0699	.0502 .0377 .0308	
.0489 .1353 .1101 .0696	.0502 .0377 .0308	-•.
0100 .0332 .0470 .0699	.0502 .0377 .0308	. I/M
.02652 .01611 .02022 .005		.00248DRTAM.V1.no I/M
.01111 .00459 .01000002 .02652 .01611 .02022 .005		.00248 .I/M .00248 .LDGT1.no I/M
.01111 .00459 .01000002		.00248 .I/M
.02652 .01611 .02022 .005		.00248 .LDGT2.no I/M
.01111 .00459 .01000002		.00248 .I/M
.02652 .01611 .02022 .005		.00248 .HDGV.no I/M
.01111 .00459 .01000002		.00248 .I/M
0.0650.0830.0980.0970.0850.0990.09 0.0430.0370.0260.0200.0150.0110.00		LDGVmy ages 1–10 .LDGVmy ages 11–20
0.0680.0870.1120.0950.0670.0930.08		LDGT1.my ages 1-10
0.0410.0360.0280.0240.0200.0170.01	40.0100.0080.022	LDGT1.my ages 11-20
0.0760.0980.1260.1070.0750.1040.09		.LDGT2.my ages 1-10
0.0360.0280.0190.0150.0110.0080.00		LDGT2.my ages 11-20
0.0330.0570.1040.1050.1010.1250.10 0.0470.0410.0280.0180.0100.0080.00		.HDGVmy ages 1–10 .HDGVmy ages 11–20
0.0650.0830.0980.0970.0850.0990.09		LDDVmy ages 1-10
0.0430.0370.0260.0200.0150.0110.00		LDDVmy ages 11-20
0.0680.0870.1120.0950.0670.0930.08		LDDTmy ages 1-10
0.0410.0360.0280.0240.0200.0170.01 0.0360.0440.0850.1260.0930.1180.09		.LDDTmy ages 11-20 .HDDVmy ages 1-10
0.0490.0450.0290.0170.0090.0070.00		.HDDVmy ages 11-20
0.1330.1450.1380.1160.1230.1140.06		.MCmy ages 1-10
0.0850.0000.0000.0000.0000.0000.0000.00		.MCmy ages 11-20
78 20 1 75 83		rameters 1 012 009
1 81 21.5 30.6 29.4 .743 .127 0.40 .08 .12 .14 .09 .10 .15 85.6	_	1 .012 .008 al correction factors
84 68 79 2221	ATP pa	
84 80 20 2221	ATP pa	

.

Figure 13 Input Data Cards Used in Example 3

vehicle scenario card followed by the optional air conditioning, extra loading, and trailer towing corrections card. In this example, air conditioning correction factors are switched on by setting AC = 0.40. The fractions of LDGV, LDGT1, and LDGT2 with extra 500 lb loads are .08, .12, and .14, respectively. The fractions of LDGV, LDGT1, and LDGT2 towing trailers are .09, .10, and .15, respectively. The dry bulb temperature is 85°F and the wet bulb temperature is 65°F. The last two records in this example are the ATP characteristics records and serve the same purpose as those in Example 2.

Figure 14 illustrates the output from Example Three. Again, the first data on the output are the run title along with a summary of the meteorological and intersection input data. The MOBILE3 data then follow along with details concerning all of the options invoked. Traffic flow analyses of the major and minor intersection follow the emissions data. Finally, the details of the various links and the receptor carbon monoxide concentrations are printed.

TITLE: User's Guide Example Three for the TEXIN2 Model--Multiple Intersections

Wind Speed = 2.5 m/s	Stability Class	= 3 (C)	Surface Roughness = 150. cm
Wind Bearing = 210. deg	Mixing Height	= 1000.m	Averaging Time = 60. min
Temperature = 68.0 F	Ambient Concentration	= 0.0 ppm	

INTERSECTION INFORMATION:

METEOROLOGICAL CONDITIONS:

Туре	= Signalized	Cycle Length	=	100.0 sec	Signal Phases	- 5
Delay Links	= 3	Non-Delay Links	=	0	TFLAG	= 0
Intersection	Calculational Procedure:	CMA Operations & Design				

	LINK SUMMARY												
Link	Туре	<u>Width</u>	Height	VPHI	<u>VSP</u>	<u>NLN</u>	NLTL	NRTL	FLT	FRT	LTFLG	THWIDE	LTWIDE
1	AG	15 .0	0.0	3 00 .	45.0	2	0	0	. 1000	.0500	0	3.66	3.66
2	AG	17.0	0.0	7 00.	45.0	2	1	0	. 1500	. 2000	1	3.66	3.66
3	AG	15.0	0.0	275.	45 .0	2	0	0	. 0500	. 1500	0	3.66	3.66
4	AG	17.0	O . O	650.	45.0	2	1	0	. 1000	. 1000	1	3.66	3.66

TEXIN2 Output for Example 3

I/M Case





	<u>GV</u>	LD	<u>GT 1</u>	LD	<u>GT2</u>	HDGV		
Component	ZML	DET	ZML	DET	ZML	DET	ZML	DET
Air Pump	-0.0101	0.01111	-0.0100	0.01111	-0.0100	0.01111	-0.0100	0.01111
Catalyst	~0.0011	0.00459	0.0332	0.00459	0.0332	0.00459	0.0332	0.00459
Fuel Inlet	-0.0077	0.01000	0.0470	0.01000	0.0470	0.01000	0.0470	0.01000
Other Mistueling	0.0382	-0.00211	0.0699	-0.00211	0.0699	-0.00211	0.0699	-0.00211
EGR System	~0.0006	0.02199	0.0502	0.02199	0.0502	0.02199	0.0502	0.02199
Evap Canister	-0. 0048	0.00335	0.0377	0.00335	0.0377	0.00335	0.0377	0.00335
PCV System	0.0002	0.00248	0.0308	0.00248	0.0308	0.00248	0.0308	0.00248

Figure 14

rt year (Jan st model yea			Pre-	1981 MYR st	ringency r	ate: 20%			ing progra r covered:	
	Vehic	le types d	covered:	LDGV						
			(R test typ (R test cu	be: I tpoints: 3	dle 1.0% ICO					
	Scenari	a; Region	MOBILE3 (ÉMISSION FA Veh	CTORS (GRA				v = 0.007	
		A/C Co Extra	Load (LDG)	D ft AC (DB / V / LDGT1 /	'WB (F)): LDGT2): 0	LDGT1= 0. LDGT2= 0. HDGV = 0. 0.5 (85. .080 / 0.1	082 020 0 / 65.0) 20 / 0.140	L DD HDD MC	T = 0.001 V = 0.012 = 0.008	
_Speed	LDGV	PCCN PCHC PCCC Altito A/C CC Extra	= 21.5 = 30.6 = 29.4 ute= 500.0 prrections Load (LDG)) ft AC (DB /	'WB (F)): LDGT2): 0	LDGT1= 0. LDGT2= 0. HDGV = 0. 0.5 (85. .080 / 0.1	082 020 0 / 65.0) 20 / 0.140	L DD HDD MC	T = 0.001 V = 0.012	All Modes
<u>Speed</u> 45.0	<u>LDGV</u> 20.9	PCCN PCHC PCCC Altitu A/C CC Extra Traile	= 21.5 = 30.6 = 29.4 ute= 500.0 prrections Load (LDG) er in Tow (D ft AC (DB / V / LDGT1 / (LDGV / LDG	₩B (F)): LDGT2): O IT1 / LDGT2	LDGT1= 0. LDGT2= 0. HDGV = 0. 0.5 (85. .080 / 0.1): 0.090 /	082 020 0 / 65.0) 20 / 0.140 0.100 / 0	L DD HDD MC	T = 0.001 V = 0.012 = 0.008	<u>All Modes</u> 24.6
		PCCN PCHC PCCC Altitu A/C CC Extra Traile LDGT1	= 21.5 = 30.6 = 29.4 ute= 500.0 Dorrections Load (LDG) or in Tow (LDGT2	D ft AC (DB / V / LDGT1 / (LDGV / LDG HDGV	WB (F)): LDGT2): O TI / LDGT2 	LDGT1= 0. LDGT2= 0. HDGV = 0. 0.5 (85. .080 / 0.1): 0.090 / LDDT	082 020 0 / 65.0) 20 / 0.140 0.100 / 0 	L DD HDD MC	T = 0.001 V = 0.012 = 0.008	
45.0	20.9	PCCN PCHC PCCC Altitu A/C CC Extra Traile LDGT1 32 7	= 21.5 = 30.6 = 29.4 ute= 500.0 prrections Load (LDG) er in Tow (LDGT2 35.0	D ft AC (DB / V / LDGT1 / (LDGV / LDG 	WB (F)): LDGT2): O TI / LDGT2 LDDV 0.7	LDGT1= 0. LDGT2= 0. HDGV = 0. 0.5 (85. .080 / 0.1): 0.090 / <u>LDDT</u> 1.1	082 020 0 / 65.0) 20 / 0.140 0.100 / 0 <u>HDDV</u> 7.6	LDD ¹ HDD MC	T = 0.001 V = 0.012 = 0.008 <u>LDGT</u> 33.6	24.6
45.0 35.0	20.9 27 0	PCCN PCHC PCCC Altitu A/C CC Extra Traile LDGT1 32 7 41.3	= 21.5 = 30.6 = 29.4 ute= 500.0 prrections Load (LDG) er in Tow 0 LDGT2 35.0 46.2 175.6	D ft AC (DB / V / LDGT1 / (LDGV / LDG <u>HDGV</u> 92 6 102.3	WB (F)): LDGT2): 0 IT1 / LDGT2 LDDV 0.7 0.8 2.5	LDGT1= 0. LDGT2= 0. HDGV = 0. 0.5 (85. .080 / 0.1): 0.090 / <u>LDDT</u> 1.1 1.2 4.0	082 020 20 / 65.0) 20 / 0.140 0.100 / 0 <u>HDDV</u> 7.6 8.9 28.8	LDD ¹ HDDV MC . 150 	T = 0.001 V = 0.012 = 0.008 LDGT 33.6 43.2	24.6 31.4



TEXIN2 Output for Example 3 (Continued)

54

	'MOBILE3 Anti-Tampering Program DataMOBILE3 Anti-Tampering Program Data
Start year (January	(1): 1984 First model year covered: 1968 Last model year covered: 1979
	Vehicle types covered: LDGV , LDGT1, LDGT2
	**
	••
	** ANNUAL : INSPECT AIR PUMP, CANISTER & PCV
	**

MOBILE3 EMISSION FACTOR	RS (GRAMS CO/VEHICLE MILE)
-------------------------	----------------------------

Speed	LDGV	LDGT 1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	LDGT	All Modes
45.0	20.9	32.7	35.0	92.6	0.7	1,1	7.6	13.1	33.6	24.6
35.0	27.0	41 3	46.2	102.3	0.8	1.2	8.9	16.3	43.2	31.4
10.0	92.8	136.2	175.6	344.0	2.5	4.0	28.8	55.1	151.7	108.4
			MOBIL	E3 IDLE EM	ISSION RAT	E (GRAMS C	D/MIN)			
	LDGV 11.7	LDGT 1 11.2	LDGT2 11.4	HDGV 9.1	LDDV 0.2	LDDT 0.3	HDDV 1.0	<u>МС</u> З.З	LDGT 11.3	All Modes 11.3

Figure 14

		MOBILE3 A	nti-Tampering	Program Data-			
Start year (January	1): 1984	First model	year covered:	1980	Last model year	covered: 2	020
	Vehicle types covere ** ** ANNUAL : INSPECT ** CANISTER **	AIR PUMP, CA			JMBTESMO),		

			MOBILE3 E	MISSION FA	CTORS (GRA	MS CO/VEHI	CLE MILE)-			
_Speed	LDGV	LDGT 1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	LDGT	All Modes
45.0	20.9	32.7	35.0	92.6	0.7	1.1	7.6	13 . 1	33.6	24.6
35.0	27.0	41.3	46.2	102 3	O.8	1.2	8.9	16.3	43.2	31.4
10.0	92.8	136.2	175.6	344 . O	2.5	4.0	28.8	55.1	151.7	108.4
			MOBIL	E3 IDLE EM	ISSION RAT	E (GRAMS C	O/MIN)			
	LDGV 11 7	LDGT 1 11 2	LDGT2 11.4	HDGV 9.1	LDDV 0.2	<u>LDDT</u> 0.3	HDDV 1.O	<u>мс</u> 3.3	LDGT 11.3	All Modes 11.3

TEXIN2 Output for Example 3 (Continued)

- -
TRAFFIC FLOW ANALYSIS (MAJOR	INTERSECTION - SIGNALIZED)
Volume/Capacity= 0.45	Fraction of Excess
Stopped Delay= 12.0 sec/veh	Emissions Due to:
Approach Delay= 17.1 sec/veh	Vehicles Idling= 0.15
Time in¶Queue≈ 14.7 sec/veh	Vehicles Turning= 0.06
Fraction Stopping= 0.54	Vehicles Stopping & Slowing= 0.79
	ERSECTION(S) - UNSIGNALIZED)
For Link 9:	
Reserve Capacity= 16. veh	Fraction of Excess
Stopped Delay= 39.0 sec/veh	Emissions Due to:
Approach Delay= 52.7 sec/veh	Vehicles Slowing= 0.11 Vehicles Storping= 0.50
Time in Queue= 49.4 sec/veh Fraction Stopping= 1.00	Vehicles Stopping= 0.50 Vehicles Idling= 0.39
Fraction Stopping- 1.00	venicies fulling- 0.39
For Link 10:	
Reserve Capacity= 37. veh	Fraction of Excess
Stopped Delay= 37 8 sec/veh	Emissions Due to:
Approach Delay= 51.1 sec/veh	Vehicles Slowing= 0.11
Time in Queue= 47.8 sec/veh	Vehicles Stopping= 0.50
Fraction Stopping= 1.00	Vehicles Idling= 0.38
For Link 11:	
Reserve Capacity= 35. veh	Fraction of Excess
Stopped Delay= 37.9 sec/veh	Emissions Due to:
Approach Delay= 51.1 sec/veh	Vehicles Slowing= 0.17
Time in Queue= 47.9 sec/veh	Vehicles Stopping= 0.42
Fraction Stopping= 0.80	Vehicles Idling= 0.40
·	

Figure 14

TEXIN2 Output for Example 3 (Continued)

Link	<u> </u>	YL1	XL2	YL2	Length	VEH/HR	Speed	MGM CO/M-SEC
1	0.0	0.0	0.0	1000.0	1000.0	725.	45.0	3.08
2	0.0	0.0	1000.0	0.0	1000.0	1291.	45.0	5.49
3	0.0	0.0	500.0	- 8 66.0	1000.0	700.	45.0	2.98
4	0.0	0.0	- 1000 . 0	0.0	1000.0	1134.	45 .0	4.82
5	0.0	0.0	0.0	17.9	17.9	725.	45 .0	71.15
6	0.0	0.0	41.8	0.0	41.8	1291.	45.0	71.05 [~]
7	0.0	0.0	8.2	-14.2	16.4	7 00.	45.0	71.02
8	0.0	0.0	-38.8	O . O	38.8	1134.	45.0	60.33
9	-200.0	O . O	-200.0	1000.0	1000.0	140.	35.0	0.76
10	-200.0	0.0	-200.0	- 1000 . 0	1000.0	120.	35.0	0.65
11	200.0	0.0	200.0	1000.0	1000.0	130.	35.0	0.70
12	-200.0	0.0	-200.0	35.0	35.0	140.	35 .0	10.44
13	- 200 . 0	0.0	-200.0	-13.1	13.1	12 0.	35 .0	23.48
14	200.0	0.0	200.0	14.7	14.7	130.	35.0	21.68

-----LINK DESCRIPTION------

Figure 14

TEXIN2 Output for Example 3 (Continued)

•

					CONTRID	, 1010				
Contribution from each	link to po	llutant	concenti	ration at	recept	or 1:				
Link Number:	1	2	3	4	5	6	7	8	9	10
Contribution (ppm):	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Link Number:	11	12	13	14						
Contribution (ppm):	, 0.0	0.0	0.0	0.3						
Contribution from each	link to po	ollutant	concenti	ration at	recept	or 2 :				
Link Number:	1	2	3	4	5	6	7	8	9	10
Contribution (ppm):	0.1	0.2	0.1	0.1	1.5	3.1	1.3	0. 9	0.0	0.0
Link Number:	i. 11	12	13	14						
Contribution (ppm):	0.0	0.0	0.0	0.0						
Contribution from each	link to po	ollutant	concenti	ration at	t recept	or 3:				
Link Number:	1	2	3	4	5	6	7	8	9	10
Contribution (ppm):	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Link Number:	11	12	13	14						
Contribution (ppm):	0.0	0.2	0.3	0.0						
		RECEPTO	DR DESCR	IPTION AN	ID MODEL	PREDICT	IONS			
Receptor		XR		<u>YR</u>			ZR		CO (pp	<u>m)</u> *
1	2:	20.0		20.0			2.0		0.6	
2	,	20. 0		20.0			2.0		7.3	

*Includes Background Ambient Concentration of 0.0 ppm

.

- 180 . 0

Figure 14

20.0

0.8

.

2.0

TEXIN2 Output for Example 3 (Continued)

Э

D. Example Four

The fourth example illustrates the use of the TEXIN2 model in simulating signalized Tintersections. The geometry used in shown in Figure 15. The input data are summarized in Figure 16. The default VMT mix is to be used so VMFLAG is taken as zero. Extended output is desired (PRTFLG = 2), and as stated above, the intersection is signalized (INTFLG = 1). The model is to estimate the concentration at three receptors (NR = 3). There are no additional links for this run (NNDL = NDL = 0). The intersection is a three phase junction (NP = 3) with a cycle length of 60 seconds (CY = 60.). The short-cut emissions model is to be used without internal idle emission factor estimation (EMFLG = 2, TAMFLG = 1, IMFLAG = 0, MYMRFG = 1,and ALHFLG = 1). The estimate of the idle emission factor is located on the last record in the input of Figure 16. If internal idle emission factor estimation were desired, the user would simply omit the estimated factor and set EMFLG = 1. The CMA Operations and Design algorithm is to be employed (CMAFG = 1) and, since the west leg of the T-intersection is missing, TFLAG is taken as four.

Since EMFLG = 2, no file name records are needed. Therefore, the next data are the Link Description records. The intersection is an at-grade location with each link being 18 m wide. Link 1 has four approach lanes, link 2 has three approach lanes, and link 3 has two approach lanes. The number of exclusive left-turn lanes for the links are 2, 1, and 0, respectively. Link 2 has two exclusive right-turn lanes and link 3 has one. The fractions of vehicles turning left for links 1, 2, and 3 are 0.40, 0.40, and 0.0, while the fractions of vehicles turning right are 0.0, 0.60, and 0.20, respectively. Link 1 is left-turn signalized, so LTFLG is set to one for this link.



Figure 15 Overhead View of the Intersection in Example 4

User's Guide Example 4 for the TEXIN2 Model—A T-Intersection 0 2 1 3 0 0 3 60. 1 0 2 1 4 1 1 1 Flags Card 1 0. 0. 1000.AG18.0 0. 1250. 40. 4 2 0 .40 1000.AG18.0 0. 1250. 40. 4 2 0 .40 0.AG18.0 0. 950. 35. 3 1 2 .40 -200.AG18.0 0. 1100. 40. 2 0 1 .00 . 00 1 3.66 3.66 .60 0 3.66 3.66 .20 0 3.66 3.66 2 1000. 0. 0. 3 0. 0. 0. Receptor 1: XR, YR, ZR Receptor 2: XR, YR, ZR Receptor 3: XR, YR, ZR Meteorological Conditions 2. 100. 100. 200. 200. 2. 200. -200. 100. 2. 2. 225. 80. 4 1000. 0. 175. 60. 1 83 25. 35. 25. Vehicle Scenario 13.0 Idle Emission Factor Estimate

.

- +

Figure 16 Input Data Cards Used in Example 4

.

			ne TEXIN2	Model-	T	-Inters	ection					
30101	TIONS					10000						
225. 0	deg		Mixing	y Height	t	=	1000.m.					
NFORMA	TION:											
້			Non-De	elay Lin	nks	= (nases	= 3 = 4	
				· - -	-LINK	SUMMAR	γ					
Туре	<u>Width</u>	<u>Height</u>	VPHI	<u>VSP</u>	<u>NLN</u>	NLTL	NRTL	<u>FLT</u>	FRT	<u>ltflg</u>	THWIDE	LTWIDE
AG	18.0	0.0	1250.	4 0. 0	4	2	0	. 4000	.0000	1	3,66	3.66
AG	18.0	0.0	950.	35 0	3	1	2	. 4000	. 6000	0	3.66	3.66
AG	18.0	0.0	1 10 0 .	40 .0	2	0	1	. 0000	. 2000	ο	3.66	3.66
	225. 80.0 NFORMA Signa Calcula Calcula <u>Type</u> AG AG	alculational F <u>Type Width</u> AG 18.0 AG 18.0	225. deg 80.0 F NFORMATION: Signalized 0 Calculational Procedure: <u>Type Width Height</u> AG 18.0 0.0 AG 18.0 0.0	225. degMixing Ambien80.0 FAmbienNFORMATION:SignalizedSignalizedCycle Non-DeCalculational Procedure:CMA OpenTypeWidthHeightVPHIAG18.0AG18.00.0950.	225. degMixing Height Ambient Conce80.0 FAmbient ConceNFORMATION:Cycle Length Non-Delay Lin0Non-Delay LinCalculational Procedure: CMA OperationsTypeWidth Height HeightVPHIVSPAG18.00.0AG18.00.0950.35.0	225. degMixing Height Ambient Concentrat80.0 FAmbient ConcentratNFORMATION:Cycle Length Non-Delay LinksSignalizedCycle Length Non-Delay LinksCalculational Procedure:CMA Operations & DesCharlesCMA Operations & DesCharlesCMA Operations & DesCharlesMixing HeightAG18.00.018.00.0950.35.03	225. deg Mixing Height = 80.0 F Ambient Concentration = NFORMATION: Signalized Cycle Length = Signalized Cycle Length = = Non-Delay Links = = = Calculational Procedure: CMA Operations & Design = Type Width Height VPHI VSP NLN NLTL AG 18.0 0.0 1250. 40.0 4 2 AG 18.0 0.0 950. 35.0 3 1	225. deg Mixing Height = 1000. m 80.0 F Ambient Concentration = 0.0 ppm NFORMATION: Signalized Cycle Length = 60.0 sec 0 Non-Delay Links = 0 Calculational Procedure: CMA Operations & Design LINK SUMMARY Type Width Height VPHI VSP NLN NLTL NRTL AG 18.0 0.0 950. 35.0 3 1 2	225. degMixing Height= 1000. m80.0 FAmbient Concentration = 0.0 ppmNFORMATION:SignalizedCycle Length= 60.0 sec0Non-Delay Links= 0Calculational Procedure: CMA Operations & DesignLINK SUMMARYLINK SUMMARY	225. degMixing Height= 1000. m Ambient Concentration = 0.0 ppmAveraging AveragingNFORMATION:SignalizedCycle Length= 60.0 secSignal Pt TFLAGSignalizedCycle Length= 60.0 secSignal Pt TFLAGONon-Delay Links= 0TFLAGCalculational Procedure:CMA Operations & DesignTYPETypeWidthHeightVPHIVSPNLNNLTLNRTLFLTFRTAG18.00.01250.40.0420.4000.0000AG18.00.0950.35312.4000.6000	225. degMixing Height= 1000. m Ambient Concentration = 0.0 ppmAveraging TimeNFORMATION:SignalizedCycle Length= 60.0 secSignal Phases0Non-Delay Links= 0TFLAG3alculational Procedure:CMA Operations & DesignTFLAGType Width Height VPHIVSPNLNNLTLNRTLAG18.00.01250.40.0420AG18.00.0950.35.0312.4000.60000	225. degMixing Height= 1000. mAveraging Time= 60. r80.0 FAmbient Concentration= 0.0 ppmAveraging Time= 60. rNFORMATION:SignalizedCycle Length= 60.0 secSignal Phases= 30Non-Delay Links= 0TFLAG= 43alculational Procedure: CMA Operations & DesignTFLAG= 4Type Width Height VPHIVSPNLNNLNNLTLNRTLFLTFRTLTFLGAG18.00.01250.40.0420.4000.600003.66AG18.00.0950.35.0312.4000.600003.66



TEXIN2 Output for Example 4

•

Volume/Capacity= 0.80	Fraction of Excess
Stopped Delay= 28.2 sec/veh	Emissions Due to:
Approach Delay= 38 4 sec/veh	Vehicles Idling= 0.25
Time in Queue= 35.5 sec/veh	Vehicles Turning= 0.07
Fraction Stopping= 0.73	Vehicles Stopping & Slowing= 0.68

 			LIN	K DESCRIPT	ION	********		
Link	XL1	YL1	XL2	YL2	Length	VEH/HR	Speed	MGM CO/M-SEC
1	0.0	0.0	0.0	1000.0	1000.0	2700.	40.0	12.84
2	0.0	0.0	1000.0	0.0	1000.0	1670.	35.0	8.65
3	0.0	0.0	0.0	-200.0	200.0	2230.	40.0	10.61
4	******			Miss	ing T Leg-			
5	0.0	0.0	0.0	30.4	30.4	2700.	40.0	201.83
6	00	0.0	30.8	0.0	30.8	1670.	35 .0	220.61
7	0.0	0.0	0.0	-53.6	53.6	223 0.	40.0	171.58
8				Miss	ing T Leg-			



			LINK PO	DLLUTANT	CONTRIBU	JT I ON			
Contribution from each	link to po	ollutant	concentr	ration a	t recepto	or 1:			
Link Number:	1	2	3	4	5	6	7	8	
Contribution (ppm):	0.2	0.1	0.1	0.0	1.6	1.7	1.6	0.0	
Contribution from each	jink to po	lutant	concentr	ration a	t recepto	or 2:			
Link Number:	¹ 1	2	З	4	5	6	7	8	
Contribution (ppm):	0.1	0.1	0.1	0. 0	0.5	0.6	0.6	0.0	
Contribution from each	link to po	ollutant	concentr	ration a	t recepto	or 3:			
Link Number:	1	2	З	4	5	6	7	8	
Contribution (ppm):	0 . 0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Receptor	<u> </u>	<u> </u>	ZR	<u>CO (ppm)</u> *
1	100 . 0	100.0	2.0	5.3
2	200.0	200.0	2.0	2.0
3	10 0.0	-200.0	2.0	0.0

*Includes Background Ambient Concentration of 0.0 ppm

Figure 17

TEXIN2 Output for Example 4 (Continued)

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E. Example Five

Example five illustrates the use of the model in predicting carbon monoxide concentrations at 4way stop intersections. The intersection being modeled is illustrated in Figure 18. The intersection is a basic 4×4 4-way stop with left and right turns legal only from the left and right approach lanes, respectively. Special attention should be drawn to the fact that the emissions model for the 4-way stop intersection was developed for only 4×4 intersections (those with 2 approach lanes on each major leg).¹³

In accord with the emissions routine,¹³ the links for the intersection in Figure 18 are taken to be 100 ft (30.5 m). INTFLG is set to two in the data in Figure 19 indicating that the output should contain a traffic analysis. Since PRTFLG = 2, the model will generate a section summarizing the link contributions to the concentration estimates. Since the emissions model does not use either the short-cut emissions model or the MOBILE3 program, all MOBILE3 flags except for the VMT mix are set so that the default data are used (as in Example 4). The VMT mix information is used to calculate the fraction of trucks for the area and hence does affect the emissions model and in this example is supplied to override the default data. This also means that VMFLAG is set equal to one. The fractions of left turning vehicles are .15, .20, .20, and .10, while the fractions of right turning vehicles are .10, .15, .10, and .15, on links 1, 2, 3, and 4, respectively. Traffic volumes are included on the Link Description Cards as in the previous examples. The number of additional links for which traffic incurs no delay is 28 corresponding to the distance needed to step out at 100 ft increments to the end of the major links (800 ft).

The output from this simulation is presented in Figure 20. The output consists of the same data present in the other examples along with a summary of approach responses for the links.



Figure 18 Overhead View of the Intersection in Example 5

		_						-				
				or the TEXIN2						ction	18 (4)	(4 ONLY)
	1 2 2	2 28		. 103001	1 1	. – .		ags C				
	1 0 .		0.	30.5AG17.5	0.		35.2	-	.15	.10		.66 3.66
	20.	0.	30.5	0.AG14.0	0.		35.2		. 20	. 15		.66 3.66
	30.	0.	0.	-30.5AG17.5	0.		35.2		.20	. 10		.66 3.66
	40.	0.	-30.5	0.AG14.0	0.	325.	35. 2		. 10	. 15	03.	.66 3.66
	10.		0.	61.AG17.5	0.			IDL LI				
	10.	61.	0.	91.5AG17.5	0.			IDL LI				
	1 0 .	91.5	0.	122.AG17.5	0.			IDL Li				
	10.		0.	152.5AG17.5	0.			iðl Li				
	10.		θ.	183.AG17.5	0.			IDL LI				
	1 0 .	183.	0.	213.5AG17.5	0.			IDL LI				
	1 0 .	213.5	0.	244.AG17.5	0.		NN	IDL LI	nk			
	2 309.5	0.	61.	0.AG14.0	0.		NIN	IDL Li	nk			
2	2 61.	0.	91.5	0.AG14.0	0.		NN	IDL Li	nk			
2	2 91.5	0.	122.	0.AG14.0	0.		NH	IDL Li	nk			
2	2 122.	0.	152.5	0.AG14.0	0.		NIN	IDL Li	nk			
2	2 152.5	0.	183.	0.AG14.0	0.		NN	IDL LI	nk			
2	2 183.	0.	213.5	0.AG14.0	0.		Nh	IDL LI	nk			
2	2 213.5	0.	244.	0.AG14.0	0.		NN	IDL LI	nk			
	30.	-30.5	0.	-61.AG17.5	0.		NN	IDL LI	nk			
	3 0.	-61.	0.	-91.5AG17.5	0.		NN	IDL LI	nk			
	30.	-91.5	0.	-122.AG17.5	0.		NN	IDL Li	nk			
	30. 30. 30. 30. 30. 30.	-122.	0.	-152.5AG17.5	0.		NN	IDL LI	nk			
	30.	-152.5	0.	-183.AG17.5	0.		NN	IDL Li	nk			
	30.	-183.	0.	-213.5AG17.5	0.		NN	IDL LI	nk			
	3 0.	-213.5	0.	-244.AG17.5	0.		NN	IOL LI	nk			
4	4 -30.5	0.	61.	0.AG14.0	0.		NN	IDL Li	nk			
	4 -61.	0.	-91.5	0.AG14.0	0.		NN	IDL Li	nk			
	4 -91.5	0.	-122.	0.AG14.0	0.		NIN	IDL LI	nk			
	4 -122.	θ.	-152.5	0.AG14.0	0.		NN	IDL Li	nk			
	4 -152.5		-183.	0.AG14.0	0.		NN	IDL Li	nk			
	4 -183.		-213.5	0.AG14.0	0.		NN	IDL LI	nk			
	4 -213.5	0	-244.	0.AG14.0	0.		NN	IDL Li	nk			
		20.	2.				Re	cepto	or 1:	XR, Y	'R, ZF	२
	-20.	20.	2.				Re	cepto	r 2:	XR, Y	'R, ZF	२
	2. 135.	-		0. 150.	60.				logic			
1				.700 .100 .0	989	. 050	. 000	. 000			990	
				-								

Figure 19 Input Data Cards Used in Example 5

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INTERSECTION INFORMATION:

Type Delay	Links	= 4X4 9 = 0	Stop			Length lay Lir	ıks	= = 28	0.0 sec 3		Signal PI TFLAG	hases	= 0 = 0		
							-LINK	SUMMAR	/						
	<u>Link</u>	<u>Туре</u>	<u>Width</u>	<u>Height</u>	VPHI	<u>VSP</u>	<u>NLN</u>	<u>NLTL</u>	NRTL	<u>Flt</u>	FRT	<u>LTFLG</u>	THWIDE	LTWIDE	
	1	AG	17.5	0.0	150.	35.0	2	0	0	. 1500	. 1000	0	3.66	3.66	
	2	AG	14.0	0.0	500.	35.0	2	0	0	. 2000	. 1500	0	3,66	3.66	
	3	AG	17.5	0.0	250.	35.0	2	0	0	. 2000	. 1 00 0	0	3,66	3.66	
	4	AG	14.0	0.0	32 5.	3 5.0	2	0	0	. 1 00 0	. 1500	0	3.66	3.66	

TEXIN2 Output for Example 5

SUMMARY OF APPROACH RESPONSES FOR THE 4-WAY STOP INTERSECTION FOR LINK 1:

ATDA=	12.12	S/VEH	ASDA= 6.28	S/VEH
ATDL =	0.00	S/VEH	ASDL≠ 0.00	S/VEH
ATDR≍	12.37	S/VEH	ASDR= 6.12	S/VEH
ATDS=	11.98	S/VEH	ASDS= 6.42	S/VEH
ATDS= QAVG=	4.48	M	QMAX= 14.08	М

SUMMARY OF APPROACH RESPONSES FOR THE 4-WAY STOP INTERSECTION FOR LINK 2:

ATDA=	12.56	S/VEH	ASDA=	6.52 S/VEH
ATDL =	14.18	S/VEH	ASDL=	6.48 S/VEH
ATDR =	12.29	S/VEH	ASDR=	6.12 S/VEH
ATDS=	12.68	S/VEH	ASDS=	6.86 S/VEH
QAVG=	4.64	м	QMAX=	19.52 M

SUMMARY OF APPROACH RESPONSES FOR THE 4-WAY STOP INTERSECTION FOR LINK 3:

ATDA≠	12.34	S/VEH	ASDA=	6.40 S/VEH
ATDL=	7 09	S/VEH	ASDL=	3.24 S/VEH
ATDR=	12.33	S/VEH	ASDR=	6.12 S/VEH
ATDS≍	12.33	S/VEH	ASDS=	6.64 S/VEH
QAVG=	4.56	M	QMAX =	16.80 M

SUMMARY OF APPROACH RESPONSES FOR THE 4-WAY STOP INTERSECTION FOR LINK 4:

ASDA= 6.28 S/VEH
ASDL= 0.00 S/VEH
ASDR= 6.12 S/VEH
ASDS= 6.42 S/VEH
QMAX= 14.08 M

Figure 20

Link	XL 1	YL 1	XL2	YL2	Length	VEH/HR	Speed	MGM_CO/M-SEC
1	0.0	0.0	0.0	30.5	30.5	432.	35.0	5.37
2	0.0	0.0	30.5	0.0	30.5	791.	35.0	5.70
3	0.0	0.0	0.0	-30.5	30.5	511.	35.0	5.38
4	0.0	0.0	-30.5	0.0	30. 5	715.	35.0	6.00
5	0.0	0.0	0.0	4.5	4.5	432.	0.0	0.00
6	0.0	0.0	4.6	0.0	4.6	791.	0.0	0.00
7	0.0	0.0	0.0	-4.6	4.6	511.	0.0	0.00
8	0.0	0.0	~4.5	0.0	4.5	715.	0.0	0.00
9	0.0	30.5	0.0	61.0	30.5	432.	0.0	1.65
10	0.0	61.0	0.0	91.5	30.5	432.	0.0	1.65
11	0.0	91.5	0.0	122.0	30.5	432.	0.0	1,65
12	0.0	122.0	0.0	152.5	30.5	432.	0.0	1.65
13	0.0	152.5	0 0	183.0	30.5	43 2 .	0.0	1.65
14	0.0	183.0	0.0	213.5	30.5	432.	0.0	1.65
15	0.0	213.5	0.0	244.0	30.5	432.	0.0	1.65
16	30 .5	0.0	61.0	0.0	30.5	791.	0.0	1.65
17	61.0	0.0	91.5	0.0	30.5	791.	0.0	1.65
18	91 5	0.0	122.0	0.0	30.5	791.	0.0	1.65

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-----LINK DESCRIPTION------

Figure 20

19	122.0	0.0	152.5	0.0	30.5	791.	0.0	1.65
20	152. 5	0.0	183.0	0.0	30. 5	791.	0.0	1.65
21	B3 .0	0.0	213.5	0.0	30.5	791.	0.0	1.65
22	213.5	0.0	244.0	0.0	30.5	791.	0.0	1.65
23	¥ 0.0	- 30 . 5	0.0	-61.0	30.5	511.	0.0	1.65
24	0.0	-61.0	0.0	-91.5	3 0.5	511.	0.0	1.65
25	0.0	-91.5	0.0	- 122 . 0	3 0 . 5	511.	0.0	1.65
26	0 .0	- 122 . 0	0.0	-152.5	30.5	511.	0 . 0	1.65
27	0.0	- 152 . 5	0.0	-183.0	3 0.5	511.	0.0	1.65
28	0.0	- 183 .0	0.0	-213.5	30.5	511.	0.0	1.65
29	Ο.Ο	-213.5	0.0	-244.0	30.5	511.	0.0	1.65
30	-30.5	0 . 0	~61.0	0.0	30.5	715.	0.0	1.65
31	-61.0	0.0	-91.5	0.0	30.5	715.	0.0	1.65
32	-91,5	0.0	-122.0	0.0	30.5	715.	0.0	1.65
33	-122.0	0.0	- 152 . 5	0.0	30.5	715.	0.0	1.65
34	- 152.5	Ο.Ο	-183.0	0.0	30.5	715.	0.0	1.65
35	- 183 . O	0.0	-213.5	0.0	30.5	715.	0.0	1.65
36	-213.5	Ο.Ο	-244.0	0.0	30.5	715.	0.0	1.65

.

Figure 20

-----LINK POLLUTANT CONTRIBUTION------

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Contribution from each	link to po	ollutant	concent	ration a	t recepto	or 1:				
Link Number:	1	2	.3	4	5	6	7	8	9	10
Contribution (ppm):	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Link Number:	11	12	13	14	15	16	17	18	19	20
Contribution (ppm):	0.0	0.0	0.0	0.0	0.0	0.0	O. 1	0.0	0.0	0.0
Link Number:	21	22	23	24	25	26	27	28	29	30
Contribution (ppm):	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Link Number:	31	32	33	34	35	36				
Contribution (ppm):	0.0	0.0	0.0	0.0	0.0	0.0				
Contribution from each	link to po	ollutant	concent	ration a	t recepto	or 2:				
Link Number:	1	2	З	4	5	6	7	8	9	10
Contribution (ppm):	0.2	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Link Number:	11	12	13	14	15	16	17	18	19	2 0
Contribution (ppm):	Ο.Ο	Ο.Ο	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Link Number:	21	22	23	24	25	26	27	28	29	30
Contribution (ppm):	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Link Number:	31	32	33	34	35	36				
Contribution (ppm):										

Figure 20





TEXIN2 Output for Example 5 (Continued)

F. Example Six

The final example presented in this guide illustrates the worst case wind angle search capabilities of the model. The intersection being modeled is the same intersection presented in Example 3 (Figure 12). Again MOBILE3 is invoked along with all MOBILE3 options.

In order to perform the worst case wind angle analysis, WCFLAG must be set to 2 or 3. If WCFLAG = 2 as in this example, only the worst case wind angles will be printed. For WCFLAG = 3, the worst case wind angles are printed along with the carbon monoxide concentrations for each receptor at each wind angle increment specified by *BRG*. In this example, *BRG* on the meteorological conditions card has been set to 5.0. This indicates that the model will search for the wind angle that yields the highest carbon monoxide concentration at each receptor by starting at 0° and incrementing by 5° to 360°. In order to realize the effect of the anti-tampering programs, the modeling year (*ICY*) was changed to 2000. All other input to the model are exactly the same as that in Example 3. These data are illustrated in Figure 21 and the anti-tampering programs in Figures 9 and 10 for the early and late coverage years, respectively.

The output for Example 6 is presented in Figure 22. The emission rates predicted by each MOBILE3 trial differ due to the anti-tampering programs. There is no summary of the link contributions to each receptor and no model predictions for a specific wind angle. These sections have been replaced by the wind angles that result in the highest carbon monoxide concentration for each receptor along with the worst case concentrations.

User's Guide Example Six for the TEXIN2 Model—Worst Co 1 2 1 3 0 3 5100.01410332 Flag	se Wind Angle Analysis Is Card
1 2 1 3 0 3 5100.01410332 Flag ATP49	s Cara
ATP51	
1 0. 0. 0. 1000.AG15.0 0. 300. 45. 2 0	0.10.05 03.66 3.68
2 0. 0. 1000. 0.AG17.0 0. 700. 45. 2 1	
	0.10.40 1 NDL Link
4 -200. 02001000.AG14.0 0. 60. 35. 1 0	
2 200. 0. 200. 1000.AG 8.0 0. 65. 35. 1 0	
	ptor 1: XR, YR, ZR
	ptor 2: XR, YR, ZR
	ptor 3: XR, YR, ZR
	orological Conditions
027101950143 .016500060048 .000	
010100110077 .038200060048 .000	
.0489 .1353 .1101 .0696 .0502 .0377 .030	
0100 .0332 .0470 .0699 .0502 .0377 .030	
.0489 .1353 .1101 .0696 .0502 .0377 .030	
0100 .0332 .0470 .0699 .0502 .0377 .030	
.0489 .1353 .1101 .0696 .0502 .0377 .030	/
0100 .0332 .0470 .0699 .0502 .0377 .030	
.02652 .01611 .02022 .00559 .02199 .00335	.00248DRTAM.V1.no I/M
.01111 .00459 .0100000211 .02199 .00335	.00248 .I/M
.02652 .01611 .02022 .00559 .02199 .00335	.00248 .LDGT1.no I/M
.01111 .00459 .0100000211 .02199 .00335	.00248 .I/M
.02652 .01611 .02022 .00559 .02199 .00335	.00248 .LDGT2.no I/M
.01111 .00459 .0100000211 .02199 .00335	.00248 .I/M
.02652 .01611 .02022 .00559 .02199 .00335	.00248 .HDGV.no I/M
.01111 .00459 .0100000211 .02199 .00335	.00248 .I/M
0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044 JULM	YR.LDGVmy ages 1-10
0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008	.LDGVmy ages 11-20
0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036	.LDGT1.my ages 1-10
0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022	.LDGT1.my ages 11-20
0.0760.0980.1260.1070.0750.1040.0970.0830.0610.036	.LDGT2.my ages 1-10
0.0360.0280.0190.0150.0110.0080.0060.0040.0030.007	.LDGT2.my ages 11-20
0.0330.0570.1040.1050.1010.1250.1000.0750.0470.046	.HDGVmy ages 1-10
0.0470.0410.0280.0180.0100.0080.0070.0060.0050.037	.HDGVmy ages 11-20
0.0650.0830.0980.0970.0850.0990.0970.0840.0690.044	.LDDVmy ages 1-10
0.0430.0370.0260.0200.0150.0110.0080.0060.0050.008	.LDDVmy ages 11-20
0.0680.0870.1120.0950.0670.0930.0860.0770.0590.036	.LDDTmy ages 1-10
0.0410.0360.0280.0240.0200.0170.0140.0100.0080.022	.LDDTmy ages 11-20
0.0360.0440.0850.1260.0930.1180.0980.1030.0470.056	HDDV. my ages 1-10
0.0490.0450.0290.0170.0090.0070.0060.0050.0040.023	.HDDVmy ages 11-20
0.1330.1450.1380.1160.1230.1140.0690.0440.0240.009	.MCmy ages 1-10
0.0850.0000.0000.0000.0000.0000.0000.00	.MCmy ages 11-20
	parameters
	001 .012 .008
	onal correction factors
······································	
	F · · ·
84 80 20 2221 ATP	params: 1980–2020

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Figure 21 Input Data Cards Used in Example 6

TITLE: User's Guide Example Six for the TEXIN2 ModelWorst Case Wind Angle Analysis METEOROLOGICAL CONDITIONS:	****	** TAMU INTERSECTION	MODEL TEXIN2	*****
METEOROLOGICAL CONDITIONS: Wind Speed = 2.5 m/s Stability Class = 3 (C) Surface Roughness = 150, cm Wind Bearing = 5, deg Mixing Height = 1000, m Averaging Time = 60, min				
Wind Speed = 2.5 m/s Stability Class = 3 (C) Surface Roughness = 150. cm Wind Bearing = 5. deg / Mixing Height = 1000. m Averaging Time = 60. min	TITLE: User's Guide Example Six for th	e TEXIN2 ModelWorst	Case Wind Angle	Analysis
Wind Bearing = 5. deg ? Mixing Height = 1000. m Averaging Time = 60. min	METEOROLOGICAL CONDITIONS:			
	Wind Bearing = 5. deg	Mixing Height	= 1000.mt	

COMMENT: Wind angle will be incremented from 0 to 360 deg by 5.0 deg for worst case analysis.

INTE	RSECT	ION IN	FORMAT	ION:

Туре	= Signalized	Cycle Length	=	100.0 sec	Signal Phases	≠ 5
Delay Links	= 3	Non-Delay Links	=	0	TFLAG	= 0
Intersection	n Calculational	Procedure: CMA Operations & Design		•		

 LINK SUMMARYLINK SUMMARY														
<u>Link</u>	Түре	<u>Width</u>	<u>Height</u>	VPHI	<u>VSP</u>	<u>NLN</u>	<u>NLTL</u>	NRTL	FLT	FRT	LTFLG	THWIDE	LTWIDE	
1	AG	15.0	0.0	300.	45.0	2	0	0	. 1000	.0500	ο	3.66	3.66	
2	AG	17.0	0.0	700.	45. 0	2	i	0	. 1500	. 2000	í	3.66	3.66	
3	AG	15.0	0.0	275.	45.0	2	0	0	.0500	. 1500	0	3.66	3.66	
4	AG	17.0	0.0	650.	45.0	2	1	0	. 1000	. 1000	1	3.66	3.66	



TEXIN2 Output for Example 6





Figure 22

t year (Jar t model yea			Pre-1	981 MYR s1	tringency i	nate: 20%		nic traini model year		
	Vehic	cle types	، covered:	LDGV						
			YR test typ YR test cuť							
		ļ K								
		7 	MOBILE3 E	MISSION FA	ACTORS (GR/	MS CO/VEHIC	CLE MILE)-			
	Scenar	Year	n = 1 = 2000	Ver	nicle Mix:	LDGV = 0.7 LDGT1= 0.1			= 0.007 = 0.001	
		PCCC	= 21.5 = 30.6 = 29.4 ute= 500.0	ft		LDGT2= 0.0 HDGV = 0.0		HDDV	/ = 0.012 ≠ 0.008	
		PCHC PCCC Altit A/C C Extra	= 30.6 = 29.4 ute= 500.0 prrections- Load (LDGV	AC (DB / / LDGT1 /	/ LOGT2): ()20) / 65.0) 20 / 0.140	HDDV MC	= 0.012	
Speed	LDGV	PCHC PCCC Altit A/C C Extra	= 30.6 = 29.4 ute= 500.0 prrections- Load (LDGV er in Tow (AC (DB / / LDGT1 /	/ LOGT2): (HDGV = 0.0 0.5 (85.0 0.080 / 0.12)20) / 65.0) 20 / 0.140	HDDV MC	= 0.012	All Modes
<u>_Speed</u> 45.0	LDGV 8.7	PCHC PCCC Altitu A/C C Extra Trail	= 30.6 = 29.4 ute= 500.0 prrections- Load (LDGV er in Tow (AC (DB / / LDGT1 / LDGV / LDG	/ LOGT2): (GT1 / LOGT2	HDGV = 0.0 0.5 (85.0 0.080 / 0.12 2): 0.090 /	020 0 / 65.0) 20 / 0.140 0.100 / 0	HDDV MC	/ = 0.012 ≈ 0.008	<u>A11 Modes</u> 9.6
		PCHC PCCC Altitu A/C C Extra Trail LDGT1	= 30.6 = 29.4 ute= 500.0 prrections- Load (LDGV er in Tow (AC (DB / / LDGT1 / LDGV / LDG HDGV	LOGT2): (ST1 / LOGT2 LDDV	HDGV = 0.0 0.5 (85.0 0.080 / 0.12 2): 0.090 / LDDT	020 0 / 65.0) 20 / 0.140 0.100 / 0 	HDDV MC . 150 9 . 0	/ = 0.012 ≈ 0.008	9.6
45.0	8.7	PCHC PCCC Altitu A/C C Extra Trail LDGT1 12.5	= 30.6 = 29.4 ute= 500.0 orrections- Load (LDGV er in Tow (AC (DB / / LDGT1 / LDGV / LDG <u>HDGV</u> 14.9	(LOGT2): (ST1 / LOGT2 	HDGV = 0.0 0.5 (85.0 0.080 / 0.12 2): 0.090 / <u>LDDT</u> 0.8	020 0 / 65.0) 20 / 0.140 0.100 / 0 <u>HDDV</u> 5.1	HDDV MC . 150 9 . 0	/ = 0.012 ≍ 0.008 <u>LDGT</u> 12.9	9.6
45.0 35.0	8.7 13.4	PCHC PCCC Altit A/C C E×tra Trail LDGT1 12.5 19.5	= 30.6 = 29.4 ute= 500.0 prrections- Load (LDGV er in Tow (<u>LDGT2</u> 13.6 21.1 63.6	AC (DB / / LDGT1 / LDGV / LDG <u>HDGV</u> 14.9 16.4 55.3	(LOGT2): (GT1 / LOGT2 LDDV 0.7 0.8 2.6	HDGV = 0.0 0.5 (85.0 0.080 / 0.12 2): 0.090 / <u>LDDT</u> 0.8 0.9	020 0 / 65.0) 20 / 0.140 0.100 / 0 <u>HDDV</u> 5.1 5.9 19.2	HDDV MC . 150 9 . 0 11 . 6	t = 0.012 ≈ 0.008 <u>LDGT</u> 12.9 20.1	9.6 14.7

Figure 22

TEXIN2 Output for Example 6 (Continued)

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Speed	LDGV	LOGT 1	LDGT2	HDGV	LDOV	LODT	HDDV	MC	LDGT	All Modes
45.0	8.7	12.5	13.6	14.9	0.7	O.8	5.1	9.0	12.9	9.6
35.0	13.4	19.5	21.1	16.4	0.8	0.9	5.9	11.6	20.1	14.7
10.0	40.1	59.3	63.6	55.3	2.6	3.0	19.2	43.9	61.0	44.3
			MOBIL	E3 IDLE EM	ISSION RAT	E (GRAMS C	O/MIN)			
	LDGV 5.9	LDGT1 1.6	LDGT2 1.5	HDGV 1.7	LDDV 0.2	<u>LDDT</u> 0.4	<u>HDDV</u> O.9	<u>MC</u> 2.5	LDGT 1.6	All Modes 4.8



Start year (January 1): 198 First model year covered: 1980 Last model year covered: 2020 Vehicle types covered: LDGV , LDGT1, LDGT2	*****************	MOBILE3 Anti-Tampering Program Data									
Vehicle ['] types covered: LDGV , LDGT1, LDGT2	Start year (January	1): 198- First model year covered: 1980 Last model year covered: 2020									
		Vehicle ['] types covered: LDGV , LDGT1, LDGT2									
** 5		** ¹									
** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMD), ** CANISTER & PCV **		** CANISTER & PCV									

			MOBILE3 E	MISSION FA	CTORS (GRA	MS CO/VEHI	CLE MILE)-				
_Speed	LDGV	LDGT 1	LDGT2	HDGV	LDDV	LDDT	HDDV	MC	LDGT	All Modes	
45.0	7.4	8.6	9.3	14.9	0.7	0.8	5.1	9.0	8.8	7.8	
35.0	11.5	13.3	14.4	16.4	0.8	0.9	5.9	11.6	13.8	11.9	
10.0	34.4	40.7	43.4	55.3	2.6	3.0	19.2	43.9	41.8	36.0	
	MOBILE3 IDLE EMISSION RATE (GRAMS CO/MIN)										
	LDGV 5.9	LDGT 1 1.6	LDGT2 1.5	HDGV 1.7	LDDV 0.2	<u>LDDT</u> 0.4	HDDV 0.9	<u>MC</u> 2.5	LDGT 1.6	All Modes 4.8	



Volume/Capacity= 0.45 Fraction of Excess Stopped Delay= 12.0 sec/veh Emissions Due to: Approach Delay= 17.1 sec/veh Vehicles Idling= 0.19 Time in Queue= 14 7 sec/veh Vehicles Turning= 0.06 Fraction Stopping= 0.54 Vehicles Stopping & Slowing= 0.75 For Link 9: Reserve Čapacitv≖ 16. veh Fraction of Excess Stopped Delay= 39.0 sec/veh Emissions Due to: Approach Delay= 52.7 sec/veh Vehicles Slowing= 0,10 Time in Queue= 49.4 sec/veh Vehicles Stopping= 0.44 Fraction Stopping= 1.00 Vehicles Idling= 0.46 For Link 10: Reserve Capacity= 37. veh Fraction of Excess Stopped Delay= 37.8 sec/veh Emissions Due to: Approach Delay= 51.1 sec/veh Vehicles Slowing= 0.10 Time in Dueue= 47.8 sec/veh Vehicles Stopping= 0.45 Fraction Stopping= 1.00 Vehicles Idling= 0.45 For Link 11: Reserve Capacity= 35. veh Fraction of Excess Stopped Delay= 37.9 sec/veh Emissions Due to: Approach Delay= 51.1 sec/veh Vehicles Slowing= 0.15 Time in Queue= 47.9 sec/veh Vehicles Stopping= 0.37 Fraction Stopping= 0.80 Vehicles Idling= 0.47

Figure 22

Link	<u></u>	<u>YL 1</u>	XL2	YL2	Length	VEH/HR	Speed	MGM_CO/M-SEC
1	0.0	0.0	0.0	1000.0	1000.0	725.	45.0	0. 98
2	, 0.0	0.0	1000.0	0.0	1000.0	1291	45.0	1.74
3	', O.O	0.0	500.0	-866.0	1000.0	700.	45.0	0. 94
4	0.0	0.0	- 1000 . 0	0.0	1000.0	1134.	45.0	1.53
5	0.0	0.0	0.0	17.9	17.9	725.	45.0	23.66
6	0.0	0.0	41.8	0.0	41.8	1291.	45.0	23.63
7	0.0	0.0	8.2	-14.2	16.4	700.	45.0	23.62
8	0.0	0.0	-38.8	0.0	38.8	1134.	45.0	20.23
9	-200.0	0.0	-200.0	1000.0	1000.0	140.	35 .0	0. 29
10	-200.0	0.0	-200.0	- 1000 . 0	1000.0	120.	35.0	0.25
11	200.0	0.0	200.0	1000.0	1000.0	130.	35 .0	0. 27
12	-200.0	0.0	-200.0	35.0	35.0	140.	35 .0	3.74
13	-200.0	Ο.Ο	-200.0	-13.1	13.1	120.	35.0	8.39
14	200.0	0.0	200.0	14.7	14.7	130.	35.0	7.79



		TEXIN2 WORST CAS		ALYSIS		
Receptor	<u>XR</u>	<u>YR</u>	<u>ZR</u>	Angle (deg)	<u>CO (ppm)*</u>	
1	220.0	20.0	2.0	225.0	0.3	
2	20.0	20.0	2.0	225.0	2.5	
3	-180.0	20.0	2.0	240.0	O.4	
*Includes Ba	ackground Ambier	nt Concentration	of 0.0 ppm			

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TEXIN2 Output for Example 6 (Continued)

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References

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Nomenclature and Variable Definitions

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Nomenclature and Variable Definitions

AC = Air conditioning usage factor. Toggles AC correction on input.

AG = at-Grade intersection scenario

AMB = Background pollutant concentration (ppm)

AMBT = Ambient temperature (°F)

- ASDA = Average stop delay of all vehicles on inbound approach (sec/veh)
- ASDL = Average stop delay of left turns on inbound approach (sec/veh)
- ASDR = Average stop delay of right turns on inbound approach (sec/veh)
- ASDS = Average stop delay of straights on inbound approach (sec/veh)
- ATDA = Average total delay of all vehicles on inbound approach (sec/veh)
- ATDL = Average total delay of left turns on inbound approach (sec/veh)
- ATDR = Average total delay of right turns on inbound approach (sec/veh)
- ATDS = Average total delay of straights on inbound approach (sec/veh)
- ATIM = Dispersion model averaging time (min)
 - ATP = MOBILE3 anti-tampering program
 - BR = Bridge intersection scenario
 - BRG = Wind angle (deg)
- CLAS = Integer describing the atmospheric stability class (A = 1 to F = 6)
- CMAFG = Flag that sets either the CMA Operations and Design procedure or the CMA Planning procedure
 - CY = Signal cycle length (sec)
 - DB = Dry bulb temperature (°F)
 - DP = Depressed intersection scenario
- EMFLG = Flag indicating the type of emission routine to execute
- FILENM = File name used to associate logical unit numbers with certain emission program options
 - FL = Fill intersection scenario
 - FLT = Fraction of left turning vehicles
 - FRT = Fraction of right turning vehicles
 - HDDV = Heavy duty Diesel vehicles
 - HEAD = TEXIN2 user-supplied simulation title
 - HL = Link height (m)
 - ICUTS = Standards used in conjunction with the I/M short test for 1981 and later light duty vehicles
 - ICY = Last two digits of the calendar year currently being modeled

- ICYIM = Last two digits of the year of I/M implementation
 - ILDT = Type of vehicles affected by an I/M
- IMFLAG = Variable the specifies the use of MOBILE3 inspection/maintenance programs
- IMTFLG = Mechanic training flag for I/M programs
- INTFLG = Flag that sets the type of intersection being modeled
- IREJN = Variable that describes the region of the United States being modeled
- ISTRIN = Stringency level of an I/M program
 - ITEST = Type of I/M test implemented for 1981 and later light duty vehicles

LA = Link association number

- LAPSY = Last two digits of the year of ATP implementation
- LAP1ST = First model year to be included in an ATP
- LAPLST = Last model year to be included in an ATP
 - LDDT = Light duty Diesel trucks
 - LDDV = Light duty Diesel vehicles
 - LDGT1 = Light duty gasoline trucks with a gross vehicle weight rating (GVWR) of less than 6001 lbs
 - LDGT2 = Light duty gasoline trucks with a gross vehicle weight rating (GVWR) of less than 8501 lbs
 - LDGV = Light duty gasoline vehicles
- LTFLG = Specifies left turn signalization for a link
- LTWIDE = Average width of an exclusive left turn lane (m)
 - LUN = FORTRAN logical unit number
- LVTFLG = Vehicle classes covered by an ATP
 - MC = Motorcycles
 - MIXH = Atmospheric mixing height (m)
- MODYR1 = Earliest model year included in an I/M program
- MODYR2 = Latest model year included in an I/M program
- MYMRFG = Flag that specifies the use of MOBILE3 mileage accrual and registration distribution data
 - NDL = Links on which traffic incurs delay
 - NLN = Number of approach lanes on the link
 - NLTL = Number of exclusive left-turn lanes on the link
 - NNDL = Links on which traffic incurs no delay
 - NP = Number of intersection signal phases
 - NR = Number of receptors being modeled
 - NRTL = Number of exclusive right-turn lanes on the link
- PCCC = Percent VMT accumulated in the cold start mode by catalyst equipped vehicles
- PCCN = Percent VMT accumulated in the cold start mode by non-catalyst equipped vehicles

PCE = Passenger car equivalency

PCHC = Percent VMT accumulated in the hot start mode by catalyst equipped vehicles

PRTFLG = Flag dictating the type of output required

QAVG = Average queue length on approach (Number of vehicles)

QMAX = Maximum queue length on approach (Number of vehicles)

TAMFLG = Flag indicating whether the user is supplying tampering data

TFLAG = Flag that pertains to T-intersections

- THWIDE = Average width of a lane used by through traffic (m)
 - TRAILR = Fraction of light duty vehicles towing a trailer
 - TYP = Variable indicating the type of intersection

U = Wind speed (m/sec)

- VMFLAG = Flag indicating whether the user supplies the VMT mix
- VMTMIX = VMT mix distribution

VPHI = Traffic volume on a link (veh/hr)

VSP = Vehicle speed on a link (mph)

WB = Wet bulb temperature (°F)

WCFLAG = Worst case wind angle analysis flag

WL = Width of a leg (m)

XLOAD = Fraction of light duty vehicles carrying an extra 500 lb load

XL1 = x-endpoint of the intersection end of the minor link

XL2 = x-endpoint of a minor link corresponding to XL1

XR = x-coordinate of a receptor (m)

- YL1 = y-endpoint of the intersection end of the minor link
- YL2 = y-endpoint of a minor link corresponding to XL2

YR = y-coordinate of a receptor (m)

ZR = z-coordinate of a receptor (m)

Z0 = Surface roughness (cm)

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Appendix A

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Appendix A

Implementation of Emission Routine Options

The purpose of this appendix is to acquaint the user with the various emission routine options available in the TEXIN2 model. A complete understanding of this appendix is required in order to properly implement the options. The various emission routine options are controlled by the flags: VMFLAG, TAMFLG, IMFLAG, EMFLG, MYMRFG, and ALHFLG. The use of an anti-tampering (ATP) program requires the user to bind two external files to FORTRAN logical unit numbers 49 and 51. An anti-tampering program is used when EMFLG = 4. The following discussion is applicable only to the MOBILE3 emission routine ($EMFLG \ge 3$).

Data on VMT mix, tampering zero-mile levels and deterioration rates, mileage accrual/registration distribution, inspection/maintenance programs, and optional air conditioning, extra loading, and trailer towing corrections may be specified without attaching additional files. VMT data are specified on the vehicle scenario record. Tampering zero-mile levels and deterioration rates as well as mileage accrual/registration data are supplied after the meteorological conditions record. Tampering data are required when TAMFLG = 0. In order to specify mileage accrual rates, MYMRFG must be set to either two or four. In order to specify registration distributions, MYMRFG must be set to either three or four. The required records are then inserted immediately after the tampering data. There are 16 records for both mileage accrual and registration distribution. If the user is specifying both accrual and registration (MYMRFG = 4), the mileage accrual rates must be entered first. Optional air conditioning, extra loading, and trailer towing correction factor data are placed immediately following the vehicle scenario record.

Figure A1 illustrates the subroutine OPENER found in TEXIN2. This routine uses the read file names to associate the ATP data files with logical unit numbers through the FORTRAN OPEN statement. If an ATP program is being used with MOBILE3, the user simply places the file name containing the early ATP data on the first file name record and the file name containing the late ATP data on the second file name record. If the subroutine does not conform to installation standards, the user may comment the code and the calling statement in the main program so that the compiler ignores the code during compilation. Furthermore, the main program has an OPEN statement commented upon shipment. This statement is used for attaching logical unit number 5 to the model. All flags, link descriptions, *etc.*, are read from this unit.

Subroutine OPENER will attach the early ATP data to logical unit number (LUN) 49 and the late ATP data to LUN 51. The first record in any ATP data should indicate the number of lines of descriptive comments present in the data. The next lines should include any comments that are desired on the output. These comments will be printed on the output if $PRTFLG \ge 1$. There are the same number of comments as the integer on the first record indicates. The following 22

С TXN07590 SUBROUTINE OPENER (BEGIN, +) TXN07591 С TXN07592 С This subroutine attaches the required logical unit numbers to TXN07593 Ċ read file names. These file names should be in the following TXN07594 С order: TXN07595 C TXN07596 C C C C C C C C C C C C C C C C C C C File LUN TXN07597 Description TXN07598 49 TXN07599 1 ATP program credit matrices TXN07600 First year range covered (EMFLG.EQ.4) 2 51 ATP program credit matrices TXN07601 Second year range covered (EMFLG.EQ.4) TXN07602 С TXN07603 Ĉ If this routine does not correspond to the installation's procedures TXN07604 the user will have to make the proper adjustments. Usually with TXN07605 IBM compatible mainframes, the user will attach the unit numbers С TXN07606 С via the proper Job Control Language. This routine may be deleted TXN07607 С or commented if not needed. If BEGIN=1, this routine opens the TXN07608 С required files; if BEGIN=0, the routine closes the files. TXN07609 ¢ TXN07610 INTEGER ATPFLG, EMFLG, TFLAG, CMAFG, BEGIN, ALHFLG TXN07611 С TXN07612 CHARACTER+80 FILENM TXN07613 С TXN07614 COMMON/FLAGS2/MYMRFG, NEWFLG, IMFLAG, ALHFLG, ATPFLG TXN07615 COMMON/FLAGS4/IDAFL, EMFLG, INTFLG, TFLAG, CMAFG TXN07616 С TXN07617 С Read the proper file names from unit 5 and open the files. TXN07618 Ċ TXN07619 10 FORMAT(A80) TXN07620 IF(EMFLG.NE.4) GO TO 20 TXN07621 С TXN07622 č Open logical unit #49 for first range ATP credit matrices. TXN07623 TXN07624 LUN=49 TXN07625 IF (BEGIN.EQ.1) READ (5,10,ERR-9999) FILENM IF (BEGIN.EQ.1) OPEN (UNIT=LUN,FILE=FILENM,ERR-9999) TXN07626 TXN07627 IF (BEGIN.EQ.0) CLOSE (LUN) TXN07628 TXN07629 C Ċ TXN07630 Open logical unit #51 for second range ATP credit matrices. TXN07631 LUN=Š1 IF (BÉGIN.EQ.1) READ (5,10,ERR-9999) FILENM IF (BEGIN.EQ.1) OPEN (UNIT-LUN,FILE-FILENM,ERR-9999) TXN07632 TXN07633 IF (BEGIN.EQ.0) CLOSE (LUN) TXN07634 TXN07635 С C C TXN07636 Return to caller. TXN07637 20 RETURN TXN07638 C TXN07639 С If an error occorred in an attempt to open a file, print an TXN07640 С TXN07641 error message. С TXN07642 9999 WRITE (6,7000) LUN TXN07643 TXN07644 FORMAT('0', T6, ' +++ERROR+++ COULD NOT OPEN FILE FOR LUN ', 12) 7000 TXN07645 RETURNÍ TXN07646 END

Figure A1

TEXIN2 Subroutine OPENER

records consist of the data pertinent to carbon monoxide emissions calculation. These data include the first and third group of eleven records of the credit matrices present in the MOBILE3 User's Guide⁷ (see Example 2). There are 109 ATP routines listed in the MOBILE3 User's Guide. For convenience, these routines have also been included in Appendix B of this guide and the TEXIN2 distribution tape. The user should consult the EPA before using any ATP.

The OPENER subroutine is also responsible for closing all opened external files. The subroutine is passed a variable called BEGIN. When BEGIN is set to zero, the routine closes the opened files. If BEGIN is set to one, the routine opens the required files.

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Appendix B

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EPA Anti-Tampering Programs

Table of Contents

Program Type	Description of Inspection	Line Numbers	Page
Annual	Inspect Air Pump Only	1–50	B-1
Annual	Inspect Catalyst Ónly	51-100	B-2
Annual	Inspect Air Pump & Catalyst	101-150	B-3
Annual (Non-I/M)	Inspect Catalyst & Fuel Inlet	151-200	B-4
Annual (Non-I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	201-250	B-5
Annual	Inspect Catalyst & Fuel Inlet (and Plumbtesmo)	251–3 00	B-6
Annual	Inspect Air Pump, Catalyst & Fuel Inlet (and Plumbtesmo)	301–3 50	B-7
Annual (I/M)	Inspect Catalyst & Fuel Inlet	351-400	B-8
Annual (I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	401-450	B-9
Annual	Inspect Air Pump & Canister	451-500	B-10
Annual	Inspect Catalyst & Canister	501-550	B-11
Annual	Inspect Air Pump, Catalyst & Canister	551-600	B-12
Annual (Non-I/M)	Inspect Catalyst, Fuel Inlet & Canister	601-650	B-13
Annual (Non-I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & Canister	651-700	B-14
Annual	Inspect Catalyst, Fuel Inlet (and Plumbtesmo) & Canister	701–750	B-15
Annual	Inspect Air Pump, Catalyst, Fuel Inlet (and Plumbtesmo) &		
	-Canister	751-800	B-16
Annual (I/M)	Inspect Catalyst, Fuel Inlet & Canister	801-850	B-17
Annual (I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & Canister	851-900	B-18
Annual	Inspect Air Pump & PCV	901-950	B-1 9
Annual	Inspect Catalyst & PCV	951-1000	B-20
Annual	Inspect Air Pump, Catalyst & PCV	1001-1050	B-2 1
Annual (Non-I/M)	Inspect Catalyst, Fuel Inlet & PCV	1051-1100	B-22
Annual (Non-I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & PCV	1101-1150	B-23

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Appendix B

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Program Type	Description of Inspection	Line Numbers	Page	
Annual	Inspect Catalyst, Fuel Inlet (and Plumbtesmo) & PCV	1151-1200	B-24	
Annual	Inspect Air Pump, Catalyst, Fuel Inlet (and Plumbtesmo) & PCV	1201-1250	B-25	
Annual (I/M)	Inspect Catalyst, Fuel Inlet & PCV	1251-1300	B-26	
Annual (I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & PCV	1301-1350	B-27	
Annual	Inspect Air Pump, Canister & PCV	1351-1400	B-28	
Annual	Inspect Catalyst, Canister & PCV	1401-1450	B-29	
Annual	Inspect Air Pump, Catalyst, Canister & PCV	1451-1500	B-3 0	
Annual (Non-I/M)	Inspect Catalyst, Fuel Inlet, Canister & PCV	1501-1550	B-31	
Annual (non-I/M)	Inspect Air Pump, Catalyst, Fuel Inlet, Canister & PCV	1551-1600	B-32	
Annual	Inspect Catalyst, Fuel Inlet (and Plumbtesmo), Canister & PCV	1601-1650	B-33	
Annual	Inspect Air Pump, Catalyst, Fuel Inlet (and Plumbtesmo), Canister & PCV	1651–1700	B-34	
Annual (I/M) .	Inspect Catalyst, Fuel Inlet & Canister & PCV	1701-1750	B-35	
Annu a l (I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & Canister & PCV	1751-1800	B-36	
Biennial	Inspect Air Pump Only	1801-1850	B-37	
Biennial	Inspect Catalyst Only	1851-1900	B-3 8	
Bienni a l	-Inspect-Air Pump & Catalyst	1901-1950	B-3 9	
Bienni a l (Non-I/M)	Inspect Catalyst & Fuel Inlet	1951-2000	B-40	
Biennial (Non-I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	2001-2050	B-41	
Biennial	Inspect Catalyst & Fuel Inlet (and Plumbtesmo)	2051-2100	B-42	
Biennial	Inspect Air Pump, Catalyst & Fuel Inlet (and Plumbtesmo)	2101-2150	B-43	
Biennial (I/M)	Inspect Catalyst & Fuel Inlet	2 15 1 - 22 00	B-44	
Biennial (I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	2201-2250	B-45	
Biennial	Inspect Air Pump & Canister	2251-2300	B-46	
Biennial	Inspect Catalyst & Canister	2301-2350	B-47	

EPA Anti-Tampering Programs Table of Contents (Continued)

EPA Anti-Tamperin	ng Programs
Table of Contents ((Continued)

Program Type	Description of Inspection	Line Numbers	Page
Biennial	Inspect Air Pump, Catalyst & Canister	2351-2400	B-48
Biennial (Non-I/M)	Inspect Catalyst, Fuel Inlet & Canister	24 01- 24 50	B-49
Biennial (Non-I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & Canister	2451-2500	B-50
Biennial	Inspect Catalyst, Fuel Inlet (and Plumbtesmo) & Canister	2501-2550	B-51
Biennial	Inspect Air Pump, Catalyst, Fuel Inlet (and Plumbtesmo) & Canister	2551-2600	B-52
Biennial (I/M)	Inspect Catalyst, Fuel Inlet & Canister	2601- 26 50	B-53
Biennial (I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & Canister	2651-2 7 00	B-54
Biennial	Inspect Air Pump & PCV	2701-2750	B-55
Biennial	Inspect Catalyst & PCV	2751-2800	B-56
Biennial	Inspect Air Pump, Catalyst & PCV	2801-2850	B-57
Biennial (Non-I/M)	Inspect Catalyst, Fuel Inlet & PCV	2851-2900	B-58
Biennial (Non-I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & PCV	2901-2950	B- 59
Biennial	Inspect Catalyst, Fuel Inlet (and Plumbtesmo) & PCV	2951-3000	B-6 0
Biennial	Inspect Air Pump, Catalyst, Fuel Inlet (and Plumbtesmo) & PCV	3001-3050	B-61
Biennial (I/M)	Inspect Catalyst, Fuel Inlet & PCV	3051-3100	B-6 2
Biennial (I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & PCV	3101-3150	B-63
Biennial	Inspect Air Pump, Canister & PCV	3151-3200	B-64
Biennial	Inspect Catalyst, Canister & PCV	3201-3250	B-65
Biennial	Inspect Air Pump, Catalyst, Canister & PCV	3251-3300	B-6 6
Biennial (Non-I/M)	Inspect Catalyst, Fuel Inlet, Canister & PCV	3301-3350	B-67
Biennial (non-I/M)	Inspect Air Pump, Catalyst, Fuel Inlet, Canister & PCV	3351-3400	B-68
Biennial	Inspect Catalyst, Fuel Inlet (and Plumbtesmo), Canister & PCV	3401-3450	B- 69

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EPA Anti-Tampering Programs Table of Contents (Continued)

Program Type	Description of Inspection	Line Numbers	Page	
Biennial	Inspect Air Pump, Catalyst, Fuel Inlet (and Plumbtesmo), Canister & PCV	3451-3500	B-70	
Biennial (I/M)	Inspect Catalyst, Fuel Inlet & Canister & PCV	3501-3550	B-71	
Biennial (I/M)	Inspect Air Pump, Catalyst, Fuel Inlet & Canister & PCV	3551-3600	B-72	
Change of Ownership	Inspect Air Pump Only	3601-3650	B-73	
Change of Ownership	Inspect Catalyst Only	3651-3700	B-74	
Change of Ownership	Inspect Air Pump & Catalyst	3701-3750	B-75	
Change of Ownership (Non-I/M)	Inspect Catalyst & Fuel Inlet	3751-3800	B-76	
Change of Ownership (Non-I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	3801-3850	B-77	
Change of Ownership	Inspect Catalyst & Fuel Inlet (and Plumbtesmo)	3851-3900	B-78	
Change of Ownership	Inspect Air Pump, Catalyst & Fuel Inlet (and Plumbtesmo)	39013950	B-79	
Change of Ownership (I/M)	Inspect Catalyst & Fuel Inlet	3951-4000	B-8 0	
Change of Ownership (I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	4001-4050	B-81	
Random Audit (1%)	Inspect Air Pump Only	4051-4100	B-82	
Random Audit (1%)	Inspect Catalyst Only	4101-4150	B-83	
Random Audit (1%)	Inspect Air Pump & Catalyst	4151-4200	B-84	
Random Audit (1%) (Non-I/M)	Inspect Catalyst & Fuel Inlet	4201-4250	B-8 5	
Random Audit (1%) (Non-I/M)	- Inspect Air Pump, Catalyst & Fuel Inlet	4251-4300	B-86	
Random Audit (1%)	Inspect Catalyst & Fuei Inlet (and Plumbtesmo)	4301-4350	B-87	
Random Audit (1%)	Inspect Air Pump, Catalyst & Fuel Inlet (and Plumbtesmo)	4351-4400	B-88	
Random Audit (1%) (I/M)	Inspect Catalyst & Fuel Inlet	4401-4450	B-8 9	
Random Audit (1%) (I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	4451-4500	B-90	
Random Audit (2%)	Inspect Air Pump Only	4501-4550	B-91	
Random Audit (2%)	Inspect Catalyst Only	4551-4600	B-92	
Random Audit (2%)	Inspect Air Pump & Catalyst	4601-4650	B-93	

EPA Anti-Tampering Programs Table of Contents (Continued)

Program Type	Description of Inspection	Line Numbers	Page
Random Audit (2%) (Non-I/M)	Inspect Catalyst & Fuel Inlet	4651-4700	B-94
Random Audit (2%) (Non-I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	4701-4750	B-95
Random Audit (2%)	Inspect Catalyst & Fuel Inlet (and Plumbtesmo)	4751-4800	B-96
Random Audit (2%)	Inspect Air Pump, Catalyst & Fuel Inlet (and Plumbtesmo)	4801-4850	B-97
Random Audit (2%) (I/M)	Inspect Catalyst & Fuel Inlet	4851-4900	B-98
Random Audit (2%) (I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	4901-4950	B-99
Random Audit (5%)	Inspect Air Pump Only	4951-5000	B-100
Random Audit (5%)	Inspect Catalyst Only	5001-5050	B-1 01
Random Audit (5%)	Inspect Air Pump & Catalyst	5051-5100	B-102
Random Audit (5%) (Non-I/M)	Inspect Catalyst & Fuel Inlet	5101-5150	B-103
Random Audit (5%) (Non-I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	5151-5200	B-104
Random Audit (5%)	Inspect Catalyst & Fuel Inlet (and Plumbtesmo)	5201-5250	B-105
Random Audit (5%)	Inspect Air Pump, Catalyst & Fuel Inlet (and Plumbtesmo)	5251-5300	B-106
Random Audit (5%) (I/M)	Inspect Catalyst & Fuel Inlet	5301-5350	B-107
Random Audit (5%) (I/M)	Inspect Air Pump, Catalyst & Fuel Inlet	5351-5400	B-108
No Program	No Reductions	5401-5450	B-109

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54	** ANNUAL INSPECT CATALYST ONLY
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56	1,00,1,00,1,00,1,00 EVAP/PCV
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58	00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
59	00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
60	00 .00 .00 .00 .00 .00 .00 .00 .00 .00
61	00 00 00 00 0.05 00 00 00 00 00 AIR/CAT/TNK
62	00 00 00 00 00 05 00 00 00 00 CAT/NCK
63	00 .00 .00 .00 .00 .00 .00 .00 .00 .00
64	0.95 .00 .00 .00 .00 .00 1.00 .00 .00 .00 AIR
65	.00 .00 .00 .00 .00 .00 .00 .00 .00 CAT
66	00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 .00 NCK
67	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
68	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
69	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
70	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
71	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
72	00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
73	.00.00.00.00.00.00.00.00.00.00.00.00.00
74	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
75	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
76	00 .00 .00 .00 .00 00 00 .00 00 .00 .00
77	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
78	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
79	0.05 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
80	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
81	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
8 2	.00 .00 .00 0.05 00 .00 .00 .00 .00 .00
83	.00 .00 .00 .00 05 .00 .00 .00 .00 .00 AIR/CAT/TNK
84	.00 00 .00 00 00 0.05 00 .00 .00 .00 .00
85	.00 .00 .00 .00 .00 00 0.05 .00 .00 .00
86	0.95 .00 .00 .00 .00 .00 1.00 .00 .00 .00 AIR
87	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
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103	**
104	🔹 ANNUAL : INSPECT AIR PUMP & CATALYST ONLY
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107	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
108	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/NCK
109	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/TNK
110	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
111	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
112	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
113	.00.00.00.00.00.00.00.00.00.00.00.00.00
114	
115	
116	
117	
118	
119	
120	
121	
122 123	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
124 125	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
125	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
120	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 NCK
127	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
129	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
130	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/NCK
131	.00 .00 0.20 00 0.15 .00 .00 .00 .00 .00 AIR/TNK
132	00 00 00 00 00 00 00 00 00 00 00 AIR/CAT/NCK
133	00 00 00 00 0.05 00 00 00 00 00 AIR/CAT/TNK
134	00 00 00 00 00 00 05 00 00 00 00 CAT/NCK
135	00 00 00 00 00 00 00 0.05 00 00 00 CAT/TNK
136	0.15 00 00 00 00 00 00 00 00 00 00 AIR
137	00 00 00 00 00 00 00 00 00 00 00 00 CAT
138	00 0 80 00 0 80 00 0 95 00 00 1 00 00 NCK
139	00 00 0 80 00 0 80 00 0 95 00 00 00 1 00 TNK
140	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
141	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
142	00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
143	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
144	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
145	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
146	<u>.00</u> .00.00.00.00.001.00.00.00.00.00 CAT/TNK
147	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR .
148	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
149	.00 .00 .00 .00 .00 .00 .00 .00 1 00 .00 NCK
150	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

151	4					
152	**					
153	** ANNUAL :	INSPECT CATAL	YST & FUEL	INLET ONLY		
154	**	(NON-I/M A	REAS ONLY)			
155	**	、				
156	1.00 1.00	1.00 1.00				EVAP/PCV
157	0.05 .00	.00.00.00	.00.00	.00.00	.00 .00	AIR/CAT (PREVIOUS)
158	.00 0.83	.00 0.62 .00	.00.00	.00.00	.00.00	AIR/NCK
159	.00 .00	1.00 .00 0.95	.00.00	.00.00	.00 .00	AIR/TNK
160	.00 .00	.00 0.05 .00	.00.00	.00 .00	.00 .00	AIR/CAT/NCK
161	.00 .00	.00 .00 0.05	.00.00	.00.00	.00 .00	AIR/CAT/TNK
162	.00 .00	.00 .00 .00	0.05 .00	.00.00	.00.00	CAT/NCK
163	.00 .00	.00 .00 .00	.00 0.05	.00.00	.00.00	CAT/TNK
164	0.95 0.17	.00 0.33 .00	.00 .00	1.00 .00	.00 .00	AIR
165	.00 .00	.00 .00 .00	.00 .00	.00 0.05	.00 .00	CAT
166	.00 .00		0.62 .00	.00 .00	0.83 .00	NCK
167	.00 .00	.00 .00 .00	.00 0.95	.00 .00	.00 1.00	TNK
168	1.00 .00	.00 .00 .00	.00 .00	.00 .00	.00 .00	EGR/CAT (PREVIOUS)
169	.00 1.00	.00 .00 .00	.00 .00	.00 .00	.00 .00	EGR/NCK
170		1.00 .00 .00	.00 .00	.00 .00	.00 .00	EGR/TNK
171	.00 .00	.00 1.00 .00	.00 .00	.00 .00	.00 .00	EGR/CAT/NCK
172	.00.00	.00 .00 1.00	.00 .00	.00 .00	.00 .00	EGR/CAT/TNK
173	.00.00	.00 .00 .00	1.00 .00	.00 .00	.00 .00	CAT/NCK
174	.00.00	.00 .00 .00	.00 1.00	.00 .00	.00 .00	CAT/TNK
175	.00.00	.00 .00 .00	.00 .00	1.00 .00	.00 .00	EGR
176	.00.00	.00 .00 .00	.00 .00	.00 1.00	.00 .00	CAT
177	.00 .00	.00 .00 .00	.00 .00	.00 .00		NCK
178	.00 .00	.00 .00 .00	.00 .00	.00.00	.00 1.00	TNK
178	0.05 .00	.00 .00 .00	.00 .00	.00 .00	.00 .00	AIR/CAT (SUBSEQUENT)
	.00 0.70	.00 0.65 .00	.00 .00	.00 .00	.00.00	AIR/NCK
180		1.00 .00 0.95	.00.00	.00 .00	.00.00	AIR/TNK
181			.00 .00	.00 .00	.00.00	AIR/CAT/NCK
182	.00.00		.00 .00	.00 .00	.00 .00	AIR/CAT/TNK
183	.00.00			.00 .00	.00 .00	CAT/NCK
184	.00.00			.00 .00	.00.00	
185	.00 .00	.00 .00 .00	.00 0.05 .00 .00	1.00 .00	.00.00	AIR
186	0.95 0.30	.00 0.30 .00		.00 0.05	.00.00	CAT
187	.00.00	.00.00.00		.00 .00 (NCK
188	.00.00		0.65 .00	.00 .00	.00 1.00	TNK
189	.00.00	.00 .00 .00	.00 0.95		.00 .00	EGR/CAT (SUBSEQUENT)
190	1.00.00	.00.00.00	.00 .00	.00.00 .00.00	.00 .00	EGR/NCK
191	.00 1.00	.00.00.00	.00.00. 00.00	.00 .00	.00 .00	EGR/TNK
192		1.00 .00 .00				EGR/CAT/NCK
193	.00.00	.00 1.00 .00	.00.00	.00.00 .00.00	.00.00 .00 00	EGR/CAT/NCK EGR/CAT/TNK
194	.00.00	.00 .00 1.00	.00 00			
195	.00.00	.00 .00 .00		.00.00	.00.00	
19 6	.00 .00	.00.00.00.	.00 1.00	.00 00	.00.00	
197	.00 .00	•-:00•00 .00	.00.00	1.00 .00	.00 00	EGR
198	.00.00	.00 .00 .00	.00.00	.00 1.00	.00.00	CAT
199	.00 .00	.00 .00 .00	.00 .00		1.00 00	NCK
200	.00.00	.00.00.00	.00 .00	.00 .00	.00 1.00	TNK

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201	4			
202	*			
202	++ ANNUAL : INSPECT A	IR PUMP, CATALYST &	FUEL INLET ONLY	
204		/M AREAS ONLY)		
205	** (1011 1			
206	1.00 1.00 1.00 1.00			EVAP/PCV
207	0.05 .00 .00 .00	.00.00.00.00	.00.00.00	AIR/CAT (PREVIOUS)
208	.00 0.20 .00 0.15	.00 .00 .00 .00	.00 .00 .00	AIR/NCK
209		0.15 .00 .00 .00	.00 .00 .00	AIR/TNK
210	.00 .00 .00 0.05	.00 .00 .00 .00		AIR/CAT/NCK
211		0.05 .00 .00 .00	.00 .00 .00	AIR/CAT/TNK
212	.00 .00 .00 .00	.00 0.05 .00 .00		CAT/NCK
213	00. 00. 00. 00.	.00 .00 0.05 .00	.00.00.00	CAT/TNK
214	0.15 .00 .00 .00	.00 .00 .00 0.20	.00 .00 .00	AIR
215	.00 .00 .00 .00	.00.00.00.00	0.05 .00 .00	CAT
216	.00 0.63 .00 0.47	.00 0.62 .00 .00	.00 0.83 .00	NCK
217		0.80 .00 0.95 .00	.00 .00 1.00	TNK
218	1.00 .00 .00 .00	.00 .00 .00 .00	.00.00.00	EGR/CAT (PREVIOUS)
219	.00 1.00 .00 .00	.00.00.00	.00 .00 .00	EGR/NCK
220	.00 .00 1.00 .00	.00.00.00.00	.00.00.00	EGR/TNK
221	.00 .00 .00 1.00	.00.00.00.00	.00 .00 .00	EGR/CAT/NCK
222	.00 .00 .00 .00	1.00 .00 .00 .00	.00 .00 .00	EGR/CAT/TNK
223	.00 .00 .00 .00	00 1.00 .00 .00	.00.00.00	CAT/NCK .
224	.00.00.00.00	.00 .00 1.00 .00	.00.00.00	CAT/TNK
225	.00 .00 .00 .00	.00 .00 .00 1.00	.00 .00 .00	EGR
226	.00.00.00.00.00	.00.00.00.00	1.00 .00 .00	CAT
227	.00.00.00.00	.00.00.00.00	.00 1.00 .00	NCK
228	.00.00.00.00	.00.00.00	.00 .00 1.00	TNK
229	0.05 .00 .00 .00	.00.00.00.00	.00.00.00	AIR/CAT (PREVIOUS)
230	.00 0.20 .00 0.15	.00.00.00.00	.00.00.00	AIR/NCK
231	.00 .00 0.20 .00	0.15 .00 .00 .00	.00 .00 .00	AIR/TNK
232	.00 .00 .00 .05	.00.00.00.00	.00.00.00	AIR/CAT/NCK
233	.00 .00 .00 .00	0.05 .00 .00 .00	.00.00.00	AIR/CAT/TNK
234	.00.00.00.00	.00 0.05 .00 .00	.00.00.00	CAT/NCK
235	.00.00.00.00	.00 .00 0.05 .00	.00.00.00	CAT/TNK
236	0.15 .00 .00 .00	.00 .00 .00 0.20	.00 .00 .00	AIR
237	.00 00 .00 .00	.00 .00 .00 .00	0.05 .00 .00	CAT
238	.00 0.50 .00 0.50	,00 0.65 .00 .00	.00 0.70 .00	NCK
239	.00 00 0.80 .00	0.80 .00 0.95 .00	.00 .00 1.00	TNK
240	1 00 00 .00 .00	.00 .00 .00 .00	.00 .00 .00	EGR/CAT (SUBSEQUENT)
241	.00 1.00 .00 .00	.00 .00 .00 .00	.00 .00 .00	EGR/NCK
242	.00 00 1.00 .00	.00.00.00.00	.00.00.00	EGR/TNK
243	.00 .00 .00 1.00	.00 .00 .00 .00	.00.00.00	EGR/CAT/NCK
244	.00 .00 .00 .00	1.00 .00 .00 .00	.00.00.00	EGR/CAT/TNK
245	.00 .00 .00 .00	.00 1.00 .00 .00	.00.00.00	CAT/NCK
246	.00 .00 .00 .00	.00 .00 1.00 .00	.00.00.00	CAT/TNK
247	 .00	.00 .00 .00 1.00	.00.00.00	EGR
248	.00.00.00.00	.00 .00 .00 .00	1.00 .00 .00	CAT
249	.00 .00 .00 .00	.00 .00 .00 .00	00 1 00 .00	NCK
2 50	.00 .00 .00 .00	.00 .00 00 .00	.00 .00 1.00	TNK

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051	
251	4 **
252 253	**
254	•• ANNUAL : INSPECT CATALYST & FUEL INLET (AND PLUMBTESMO)
255	** ANNORE : INSPECT CRIMEIST & TOLE INTEL (AND FLOWD FLOWO)
255	1.00 1.00 1.00 1.00 EVAP/PCV
257	0,05 .00 .00 .00 .00 .00 .00 .00 .00 .00 .
258	.00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
259	.00 .00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 AIR/TNK
260	.00 .00 0.05 .00 .00 .00 .00 .00 .00 .00
261	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
262	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
263	. 00 . 00 . 00 . 00 . 00 . 00 . 00 . 0
264	0.95 0.75 0.75 0.75 0.75 .00 .00 1.00 .00 .00 .00 AIR
265	. 00. 00. 00. 00. 00. 00. 00. 00. 00. 0
266	.00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK
267	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00
268	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
269	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
270	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
271	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
272	00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
273	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
274	. 00 . 00 . 00 . 00 . 00 . 00 . 00 . 0
275	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
276	AT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
277	. 00. 00. 00. 00. 00. 00. 00. 00. 00. 0
278	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
279	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
280	.00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
281	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
282	00 00 00 0.05 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
283	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
284	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
285	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
286	0.95 0.85 0.85 0.85 0.85 .00 .00 1.00 .00 .00 .00 AIR
287	.00 .00 00 .00 .00 .00 .00 .00 .00 .00
288	.00 .00 00 .00 0.10 .00 .00 .00 0.15 .00 NCK
289	00 00 00 00 .00 .00 0.10 .00 .00 .00 0.15 TNK
290	1.00 00 .00 00 .00 .00 .00 .00 .00 .00 EGR/CAT (SUBSEQUENT)
291	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
292	00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
293	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
294	00 .00 .00 00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
295	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
296	00 00 00 00 00 1.00 00 00 00 00 CAT/TNK
297	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
298	
299	
300	.00 .00 00 .00 .00 .00 .00 .00 .00 TNK

301	4
302	**
303	
304	** ANNUAL : INSPECT AIR PUMP, CATALYST & FUEL INLET (AND PLUMBTESMO)
305	**
306	1.00 1.00 1.00 1.00 EVAP/PCV
3 0 7	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
308	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/NCK
309	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 AIR/TNK
310	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
311	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
312	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
313	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
314	0.15 .00 .00 .00 .00 .00 .00 0.20 .00 .00 .0
315	.00 .00 .00 .00 .00 .00 .00 .00 .00 CAT
316	.00 0.05 .00 0.05 .00 0.20 .00 .00 .00 0.25 .00 NCK
317	.00 .00 0.05 .00 0.05 .00 0.20 .00 .00 .00 0.25 TNK
318	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
31 9	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
320	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
321	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
322	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
323	.00.00.00.00.00.00.00.00.00.00.00.00.00
324	.00.00.00.00.00.00.00.00.00.00.00.00.00
325	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
326	.00.00.00.00.00.00.00.00.00.00.00.00.00
327	00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
328	.00 .00 .00 .00 .00 .00 .00 .00 .00 I.00 TNK
329	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
330	.00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
331	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
332	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
333	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
334	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
335	.00 .00 .00 .00 .00 0.05 .00 .00 .00 CAT/TNK
336	0.15 0.05 0.05 0.05 0.05 00 .00 0.20 .00 .00 .00 AIR
337	.00 .00 .00 .00 .00 .00 .00 .05 .00 .00
338	.00 .00 .00 .00 0.10 .00 .00 .00 0.15 .00 NCK
339	.00 .00 .00 .00 .00 .00 0.10 00 .00 .00
340	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
341	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
342	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
343	
344	
345	
346	
347	
348	
349	
350	00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

351	4
352	ት ##
353	** ANNUAL : INSPECT CATALYST & FUEL INLET ONLY
354	
355	
356	** 1.00 1.00 1.00 1.00 EVAP/PCV
357	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
358	.00 0.67 .00 0.36 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
359	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/INK
360	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
361	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
362	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
363	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
364	0.95 0.33 .00 0.59 .00 .00 .00 1.00 .00 .00 .00 AIR
365	.00 .00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
366	.00 .00 .00 .00 .00 0.36 .00 .00 .00 0.67 .00 NCK
367	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
368	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
369	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
370	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
371	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
372	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
373	00 00 00 00 00 1.00 00 00 00 00 00 CAT/NCK
374	00 00 00 00 00 00 1.00 00 00 00 00 CAT/TNK
375	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
376	00 00 00 00 00 00 00 00 00 00 00 CAT
377	00 00 00 00 00 00 00 00 00 1.00 00 NCK
378	00 00 00 00 00 00 00 00 00 00 00 100 TNK
379	0.05 00 00 00 00 00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
380	00 0 30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/NCK
381	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
382	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
383	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
384	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
385	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
386	0.95 0.70 .00 0.70 .00 .00 .00 1.00 .00 .00 .00 AIR
387	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
388	.00 .00 .00 .00 0.25 .00 .00 .00 .30 .00 NCK
389	.00 .00 .00 .00 .00 00 0.95 .00 .00 .00 1.00 TNK
39 0	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
391	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
392	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
393	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
394	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
395	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
396	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
397	₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩
398	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
399	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
400	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

401	4	
402	••	
403	** ANNUAL : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY	
404	** (I/M AREAS ONLY)	
405	** (1) M / M / M / M / M / M / M / M / M / M	
406	1.00 1.00 1.00 1.00 EVAP/PCV	
407	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00)
408	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
409	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/TNK	
410	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
411	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
412	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
413	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00	
414	0.15 .00 .00 .00 .00 .00 .00 0.20 .00 .00 .0	
415	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
416	.00 0.47 .00 0.21 .00 0.36 .00 .00 .00 0.67 .00 NCK	
	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK	
417	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00)
418	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	,
419	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
420	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
421	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
422	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
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446	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
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450	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	

451	4
452	**
453	**
454	** ANNUAL : INSPECT AIR PUMP & CANISTER
455	•
456	0.30 1.00 0.30 1.00 EVAP/PCV
457	0,20 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
458	.00 0.20 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
459	.00 .00 0.20 .00 .00 .00 .00 .00 .00 .00
460	.00 .00 .00 0.20 .00 .00 .00 .00 .00 .00
461	.00 .00 .00 .00 .20 .00 .00 .00 .00 .00
462	.00. 00 .00 0.80 .00 1.00 .00 .00 .00 .00 CAT/NCK
463	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
464	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
465	0. 00. 00. 00. 00. 00. 00. 00. 00. 00.
466	.00 0.80 .00 .00 .00 .00 .00 .00 .00 NCK
467	.00. 08. 08. 00. 00. 00. 00. 00. 00. 00.
468	1.00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/CAT (PREVIOUS)
469	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
470	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
471	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
472	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
473	.00.00.00.00.00.00.00.00.00.00.00.00.00
474	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
475	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
476	.00.00.00.00.00.00.00.00.00.00.00.00.00
477	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
478	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
479	0.20 .00 .00 .00 .00 .00 .00 .00 .00 .00
480	.00 0.20 .00 .00 .00 .00 .00 .00 .00 .00
481	.00 .00 0.20 .00 .00 .00 .00 .00 .00 .00
482	.00 .00 .00 0.20 .00 .00 .00 .00 .00 .00
483	00 .00 .00 0.20 .00 .00 .00 .00 .00 AIR/CAT/TNK
484	00 00 .00 0.80 .00 1.00 .00 .00 .00 .00 CAT/NCK
485	.00 .00 .00 0.80 .00 1.00 .00 .00 .00 .00 CAT/TNK 00 00 .00 .00 .00 .00 0.20 .00 .00 .00 AIR
486	
487	
488	
489	
490	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
491	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
492 493	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
493	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
494	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
495	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
490	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
498	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
499	00 .00 .00 00 .00 .00 00 .00 1.00 .00 NCK
500	00 .00 .00 .00 .00 00 .00 .00 .00 1.00 TNK
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501	4
502	**
503	**
504	** ANNUAL : INSPECT CATALYST & CANISTER
505	**
506	0.30 1.00 0.30 1.00 EVAP/PCV
507	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
508	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
509	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
510	.00. 00 .00 .00 .00 .00 .00 .00 .00 .00
511	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
512	.00 .00 .00 .00 .00 .05 .00 .00 .00 .00
513	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
514	0.95 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
515	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
516	.00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 .00 NCK
517	.00 .00 .00 .00 .00 .00 .95 .00 .00 .00 1.00 TNK
518	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
519	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
520	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
521	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
522	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
523	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
524	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
525	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
526	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
527	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
528	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
529	0.05 00 00 00 00 00 00 00 00 00 AIR/CAT (SUBSEQUENT)
530	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/NCK
531	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
532	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
533	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
534	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
535	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
536	0.95 .00 .00 .00 .00 .00 .00 .00 .00 AIR
537	. 00 00. 00. 00. 00. 00. 00. 00. 00. 00
538	.00 .00 .00 .00 .00 0.95 .00 .00 .00 .00 NCK
539	.00 .00 .00 .00 .00 0.95 .00 .00 .00 TNK
540	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
541	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
542	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
543	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
544	.00 .00 .00 .00 1.00 . 00 .00 .00 .00 .00 .00 EGR/CAT/TNK
545	00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
546	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
547	00 00 .00 .00 .00 .00 .00 .00 .00 .00 .
548	00 00 00 00 00 00 00 00 00 00 00 00 00
549	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
550	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
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551 552	4
553	
554	** ANNUAL : INSPECT AIR PUMP, CATALYST & CANISTER
555	** ANNOAL . INGREGI AIR FOME, CATALIST & CANISTLA **
556	0.30 1.00 0.30 1.00 EVAP/PCV
	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
557 558	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/INK
559	.00 .00 0.20 .00 .00 .00 .00 .00 .00 .00
560	
561	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
562	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
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600	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK

604	
601 602	4
603	•• ANNUAL : INSPECT CATALYST, FUEL INLET & CANISTER
604	** (NON-I/M AREAS ONLY)
605	
606	0.30 1.00 0.30 1.00 EVAP/PCV
607	0.05 00 00 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS)
608	00 0.83 00 0.62 00 .00 00 00 .00 .00 AIR/NCK
609	00 00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
610	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
611	00 00 00 00 00 00 00 00 00 00 00 00 AIR/CAT/TNK
612	00 00 00 00 00 0.05 00 00 00 00 00 CAT/NCK
613	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
614	0.95 0.17 .00 0.33 .00 .00 .00 1.00 .00 .00 .00 AIR
615	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
616	.00 .00 .00 .00 .00 0.62 .00 .00 .00 0.83 .00 NCK
617	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
618	1.00.00.0000000000000000.
619	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
620	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
621	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
622	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
623	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
624	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
625	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
626	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
627	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
628	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
629	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
630	.00 0.70 .00 0.65 .00 .00 .00 .00 .00 .00 AIR/NCK 00 00 1 00 00 95 .00 .00 .00 .00 .00 .00 AIR/TNK
631	
632	
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640	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
641 642	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
643	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
644	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
645	00 00 .00 .00 1.00 .00 00 00 .00 .00 CAT/NCK
646	00 00 00 00 00 00 1.00 00 00 00 CAT/TNK
647	00 00 00 00 00 00 00 1 00 00 00 EGR
648	00 00 00 00 00 00 00 00 00 1.00 00 CAT
649	00 00 00 00 00 00 00 00 1 00 00 NCK
650	00 00 00 00 00 00 00 00 00 100 TNK
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651	4
652	•
653	•• ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET & CANISTER
654	•• (NON-I/M AREAS ONLY)
655	•
656	0.30 1.00 0.30 1.00 EVAP/PCV
657	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
658	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
659	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/TNK
660	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
661	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
662	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
663	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
664	0.15 .00 .00 .00 .00 .00 .00 0.20 .00 .00 .0
665	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
666	.00 0.63 .00 0.47 .00 0.62 .00 .00 .00 0.83 .00 NCK
667	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK 1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
668	
669	
670	
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672	
673	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
674	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
675	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
676	.00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT
677	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
678	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
679	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
680	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/NCK
681	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/TNK
682	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
683	.00 .00 .00 0.05 .00 .00 .00 .00 .00 AIR/CAT/TNK
684	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
685	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
686	0.15 .00 .00 .00 .00 .00 0.20 .00 .00 .00 AIR
687	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
688	.00 0.50 .00 0.50 .00 0.65 .00 .00 .00 0.70 .00 NCK
689	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK
690	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
691	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
692	00 00 1 00 .00 .00 .00 .00 .00 .00 .00 EGR/TNK
693	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
694	00 00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
695	00 00 00 00 100 00 00 00 00 00 CAT/NCK
696	00 00 00 00 00 100 00 00 00 00 CAT/TNK
697	● 00 - 00 .00 .00 .00 .00 1.00 .00 00 EGR
698	00 00 00 00 00 00 00 100 00 CAT
699	00 00 00 00 00 00 00 00 100 NCK
700	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
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704	
701	4
702	
703	** ** ANNUAL : INSPECT CATALYST, FUEL INLET (AND PLUMBTESMO) & CANISTER
704 705	** ANNUAL : INSPECT CATALYST, FUEL INLET (AND FLOWEDTESWO) & CANTSTER **
705	0.30 1.00 0.30 1.00 EVAP/PCV
700	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
708	.00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
709	.00 .00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 AIR/TNK
709	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
711	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
712	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
713	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
714	0.95 0.75 0.75 0.75 0.75 .00 .00 1.00 .00 .00 AIR
715	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
716	.00 .00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK
717	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00
718	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
719	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
720	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
721	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
722	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
723	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
724	00 00 00 00 00 00 100 00 00 00 00 CAT/TNK
725	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
726	00 00 00 00 00 00 00 00 00 00 CAT
727	00 00 00 00 00 00 00 00 00 00 NCK
728	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
729	0.05 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
730	.00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
731	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
732	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
733	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00
734	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
735	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
736	0.95 0.85 0.85 0.85 0.85 .00 .00 1.00 .00 .00 .00 AIR
737	.00 .00 .00 .00 .00 .00 00 00 .00 .00 CAT
738	.00 .00 .00 .00 0.10 .00 .00 .00 0.15 .00 NCK
73 9	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00
7 40	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
741	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
742	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
7 43	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
744	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
745	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
746	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
747	00 00 00 00 00 00 00 00 00 00 00 00 00
748	
749	
750	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

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751	
751	4
752	** ** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO)
753	
754	•• & CANISTER
755	** 0.30 1.00 0.30 1.00 EVAP/PCV
756	
757 758	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
759	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/TNK
760	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
761	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
762	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
763	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
764	0.15 .00 .00 .00 .00 .00 0.00 .00 .00 .00 .
765	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
766	.00 0.05 .00 0.05 .00 0.20 .00 .00 .00 0.25 .00 NCK
767	.00 .00 0.05 .00 0.05 .00 0.20 .00 .00 .00 0.25 TNK
768	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
769	
770	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
770	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
772	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
773	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
774	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
775	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
776	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
777	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
778	.00 .00 .00 .00 00 .00 .00 .00 .00 1.00 TNK
779	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
780	00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
781	.00 .00 0.15 .00 0.10 .00 .00 .00 00 .00 .00 AIR/TNK
782	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
783	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
784	.00 .00 .00 .00 .00 0.05 .00 .00 00 .00 .
785	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
786	0.15 0.05 0.05 0.05 0.05 .00 00 0.20 00 .00 .00 AIR
787	.00 .00 .00 .00 .00 .00 00 .00 0.05 .00 .00
788	100 .00 .00 .00 .00 0.10 00 .00 .00 0.15 .00 NCK
789	.00 .00 .00 .00 .00 0.10 .00 .00 .00 0.15 TNK
790	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
791	.00 1.00 .00 .00 .00 .00 .00 00 00 .00 EGR/NCK
792	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
793	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
794	00 00 00 100 100 00 00 00 00 00 00 EGR/CAT/TNK
795	00 00 00 00 00 1.00 00 00 00 00 CAT/NCK
796	00 00 00 00 00 00 100 00 00 00 CAT/TNK
797	00
798	00 00 00 00 00 00 00 00 00 00 CAT
799	00 00 00 00 00 00 00 00 00 1 00 NCK
800	00 00 00 00 00 00 00 00 00 100 TNK

801	4			
802	*			
803	++ ANNUAL : INSPE	CT CATALYST, FUEL I	NLFT & CANISTER	
804	** (1	/M AREAS ONLY)		
805	**			
806	0.30 1.00 0.30 1	. 00		EVAP/PCV
807		.00.00.00.00	.00.00.00.00	AIR/CAT (PREVIOUS)
808		.36 .00 .00 .00	.00.00.00.00	AIR/NCK
809		.00 0.95 .00 .00	.00.00.00.00	AIR/TNK
810		.05 .00 .00 .00	.00.00.00.00	AIR/CAT/NCK
811		.00 0.05 .00 .00	.00.00.00.00	AIR/CAT/TNK
812		.00 .00 0.05 .00	.00.00.00.00	CAT/NCK
813		.00 .00 .00 0.05	.00.00.00	CAT/TNK
814	0.95 0.33 .00 0	.59 .00 .00 .00	1.00 .00 .00 .00	AIR
815		.00.00.00.00	.00 0.05 .00 .00	CAT
816	.00.00.00.	.00 .00 0.36 .00	.00 .00 0.67 .00	NCK
817	. 00 . 00 . 00 .	.00 .00 .00 0.95	.00 .00 .00 1.00	TNK
818	1.00 .00 .00	.00.00.00.00	.00.00.00.00	EGR/CAT (PREVIOUS)
819	.00 1.00 .00	.00.00.00.00	.00 .00 .00 .00	EGR/NCK
820		.00.00.00.00	.00 .00 .00 .00	EGR/TNK
821	.00 .00 .00 1	.00.00.00.00	.00.00.00.00	EGR/CAT/NCK
822	.00.00.00	.00 1.00 .00 .00	.00 .00 .00 .00	EGR/CAT/TNK
823	.00.00.00	.00 .00 1.00 .00	.00.00.00.00	CAT/NCK
824	.00 .00 .00	.00 .00 .00 1.00	.00.00.00.00	CAT/TNK
825	.00 .00 .00	.00.00.00.00	1.00 .00 .00 .00	EGR
826		.00.00.00.00	.00 1.00 .00 .00	CAT
827	.00.00.00.	.00.00.00.00	.00 .00 1.00 .00	NCK
828	-	.00.00.00.00	.00 .00 .00 1.00	TNK
82 9		.00 .00 .00 .00	.00.00.00.00.	AIR/CAT (SUBSEQUENT)
830		.25 .00 .00 .00	.00.00.00.00.	AIR/NCK
831		.00 0.95 .00 .00	.00.00.00.00.	AIR/TNK
832		.05 .00 .00 .00	.00.00.00.00.	AIR/CAT/NCK
833		.00 0.05 .00 .00	.00.00.00.00.	
834		.00 .00 0.05 .00	.00.00.00.00	
835		.00 .00 .00 0.05	.00.00.00.00	
836		.70 .00 .00 .00	1.00 .00 .00 .00	AIR
837		.00.00.00.00.00	.00 0.05 .00 .00	CAT
838		.00 .00 0.25 .00	.00 .00 0.30 .00	NCK
839		.00 .00 .00 0.95	.00 .00 .00 1.00	TNK
840		.00.00.00.00	.00.00.00.00.	EGR/CAT (SUBSEQUENT)
841		.00.00.00.00.00	00.00.00.00.00.00. 00.00.00.00.00	EGR/NCK EGR/TNK
842		.00.00.00.00		EGR/CAT/NCK
843		.00.00.00.00.00	.00.00.00.00.00 .00.00.00.00	EGR/CAT/TNK
844		.00 1.00 .00 .00	• • • • • • •	CAT/NCK
845		.00 .00 1.00 .00 .00 .00 .00 1.00	.00.00.00.00.00 .00.00.00.00	CAT/TNK
846		.00 .00 .00 1.00 .00 .00 .00 .00	1.00 .00 .00 .00	EGR
847		.00.00.00.00.00	.00 1.00 .00 .00	CAT
848		.00.00.00.00	.00 .00 1.00 .00	NCK
849 850		.00 .00 .00 .00	.00 .00 .00 1.00	TNK
850	.00.00.00			

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851	4		
852		CATALYST, FUEL INLET & CAN	CTER
853			(STER
854	** (I/M AREAS ONL'	r)	
855	**		EVAP/PCV
856	0.30 1.00 0.30 1.00	00. 00. 00. 00. 00.	AIR/CAT (PREVIOUS)
857	0.05 .00 .00 .00 .00 .00		AIR/NCK
858			AIR/INCA
859	.00 .00 0.20 .00 0.15 .00		AIR/CAT/NCK
860	.00 .00 .00 0.05 .00 .00		AIR/CAT/INCK
861	.00 .00 .00 .00 0.05 .00		CAT/NCK
862	0.0 00. 00. 00. 00. 00.		CAT/TNK
863	.00 .00 .00 .00 .00 .00 0.15 .00 .00 .00 .00 .00	0.05 .00 .00 .00 .00 0.00 0.20 .00 .00 .00	AIR
864			CAT
865			NCK
866			TNK
867	.00 .00 0.80 .00 0.80 .00		EGR/CAT (PREVIOUS)
868	1.00.00.00.00.00.00		EGR/NCK
869	.00 1.00 .00 .00 .00 .00		EGR/TNK
870	.00 .00 1.00 .00 .00 .00		EGR/CAT/NCK
871	.00 .00 .00 1.00 .00 .00		EGR/CAT/TNK
872	.00 .00 .00 .00 1.00 .00		CAT/NCK
873	.00 .00 .00 .00 .00 1.00		CAT/TNK
874	00.00.00.00.00.00.00. 00.00.00.00.00.00		EGR
875			CAT
876			NCK
877	0. 00. 00. 00. 00. 00.		TNK
878	00 .00 .00 .00 .00 .00 .00 0.05 .00 .00 .00 .00		AIR/CAT (SUBSEQUENT)
879			AIR/NCK
880			AIR/TNK
881			AIR/CAT/NCK
882	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00 0.05 .00		AIR/CAT/TNK
883			CAT/NCK
884			CAT/TNK
885			AIR
886			CAT
887			NCK
888		0.95 .00 .00 .00 1.00	TNK
889 890	1.00 .00 .00 .00 .00 .00		EGR/CAT (SUBSEQUENT)
-	.00 1.00 .00 .00 00 .00		EGR/NCK
891	.00 .00 1.00 .00 .00 .00		EGR/TNK
892	.00 .00 .00 1.00 .00 .00		EGR/CAT/NCK
893 894	.00.00.00.00.00.00		EGR/CAT/TNK
895	.00 .00 .00 .00 .00 1.00		CAT/NCK
896	0. 00 00. 00. 00. 00.		CAT/TNK
897	.00 00 00 00 00 00		EGR
898	0. 00. 00. 00. 00. 00.		CAT
	00.00.00.00.00.00.00.		NCK
899			TNK
900	.00 .00 .00 .00 .00		

0.01	4
901 902	*
903	••
904	** ANNUAL : INSPECT AIR PUMP & PCV
905	
906	1.00 0.30 1.00 0.30 EVAP/PCV
907	0.20 .00 .00 .00 .00 .00 .00 .00 .00 .00
908	.00 0.20 .00 .00 .00 .00 .00 .00 .00 .00
909	.00 .00 0.20 .00 .00 .00 .00 .00 .00 .00
910	.00 .00 .00 0.20 .00 .00 .00 .00 .00 .00
911	.00 .00 .00 0.20 .00 .00 .00 .00 .00 AIR/CAT/TNK
912	.00 .00 .00 0.80 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
913	.00 .00 .00 .00 0.80 .00 1.00 .00 .00 .00 .00 CAT/TNK
914	.00 .00 .00 .00 .00 .00 .00 0.20 .00 .00
915	0.80 .00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT
916	.00 0.80 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
917	.00 .00 0.80 .00 .00 .00 .00 .00 .00 1.00 TNK
918	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
919	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
920	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
921	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
922	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
923	.00 .00 .00 .00 1:00 .00 .00 .00 .00 CAT/NCK
924	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
925	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
926	.00.00.00.00.00.00.00.00.00.00.00.00.00
927	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
928	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
929	0.20 .00 .00 .00 .00 .00 .00 .00 .00 .00
930	00 0 20 00 00 00 00 00 00 00 00 00 00 00
931	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
932	.00 .00 .00 0.20 .00 .00 .00 .00 .00 .00
933	.00 .00 .00 .00 0.20 .00 .00 .00 .00 .00
934	00 00 00 0.80 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
935	00 00 00 00 00 00 100 00 00 00 00 CAT/TNK
936	00 00 00 00 00 00 00 00 00 00 00 AIR
937	0.00.00.00.00.00.00.00.00.00.00.00.00.0
938	00 0.80 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
939	.00 .00 0.80 .00 .00 .00 .00 .00 .00 1.00 TNK
940	1.00 00 .00 .00 .00 .00 .00 .00 .00 .00
941	00 1 00 00 00 .00 .00 .00 .00 .00 .00 EGR/NCK
942	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
943	00 00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
944	00 00 00 00 1 00 .00 .00 .00 .00 .00 EGR/CAT/TNK
945	00 00 00 00 00 1.00 00 00 00 00 CAT/NCK
946	00 00 00 00 .00 .00 1.00 .00 .00 .00 .00
947	
948	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
949	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
950	00 00 00 00 00 00 00 00 00 00 100 TNK

951	4
952	••
953	
954	** ANNUAL : INSPECT CATALYST & PCV
955	** 1 00 0 .30 1 00 0 .30 EVAP/PCV
956	
957	
958	
959	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/TNK
960	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
961	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
962	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
963	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
964	0,95 .00 .00 .00 .00 .00 1.00 .00 .00 .00 AIR
965	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
966	.00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 .00 NCK
967	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
968	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
96 9	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
970	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
971	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
972	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
973	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
974	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
975	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
976	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
977	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
978	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
97 9	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
980	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
981	.00 .00 1.00 .00 .03. 00 .00 .00 .00 .00 AIR/TNK
982	.00 .00 .00 .05 .00 .00 .00 .00 .00 .00
983	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00
984	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
985	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
986	0.95 .00 .00 .00 .00 .00 1.00 .00 .00 AIR
987	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
988	00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 .00 NCK
989	.00 .00 .00 .00 .00 0.95 .00 .00 1.00 TNK
990	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
991	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
992	00 00 1.00 00 .00 .00 .00 .00 .00 .00 EGR/TNK
993	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
994	00 00 00 00 1.00 00 00 00 00 00 00 EGR/CAT/TNK
995	00 00 00 00 00 1.00 00 00 00 00 00 CAT/NCK
996	00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
997	.00 •••••••••••••••••••••••••••••••••••
998	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
999	00 00 00 00 00 00 00 00 100 00 NCK
1000	00 00 00 00 00 00 00 00 00 00 100 TNK
1001	4
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1002	*
1003	••
1004	** ANNUAL : INSPECT AIR PUMP, CATALYST & PCV
1005	
1006	1.00 0.30 1.00 0.30 EVAP/PCV
1007	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1008	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/NCK
1009	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 AIR/TNK
1010	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1011	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1012	.00.00.00.00.00.00.00.00.00.00.00.00.00
1013	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
1014	0.15 .00 .00 .00 .00 .00 0.20 .00 .00 .00 AIR
1015	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1016	.00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 .00 NCK
1017	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK
1018	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1019	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1020	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1021	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1022	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1023	
1024	
1025	
1026	
1027	.00.00.00.00.00.00.00.00.00.00.00.00.00
1028 1 0 29	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1030	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
1031	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/TNK
1032	.00 .00 0.05 .00 .00 .00 .00 .00 .00 .00
1033	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00
1034	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
1035	00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1036	0.15 .00 .00 .00 .00 .00 0.20 .00 .00 AIR
1037	• 00 00 00 00 00 00 00 00 00 00 00 00 00
1038	00 0 80 00 0.80 .00 0.95 .00 .00 1.00 .00 NCK
1039	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK
1040	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1041	.00 1.0 0 .00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
1042	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1043	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1044	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1045	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1046	_00 .00 .00 .00 .00 1.00 .00 00 .00 .00 CAT/TNK
1047	.00 00 00 .00 .00 .00 1.00 .00 00 EGR
1048	.00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT
1049	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
10 50	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

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1051				
1051	4			
1052	++ 	CT CATALYST, FUE	THEFT & DOV	
1053				
1054	•	ON-I/M AREAS ONL	-T)	
1055	**	70		EVAP /PCV
1056	1.00 0.30 1.00 0		~ ~ ~ ~ ~ ~	AIR/CAT (PREVIOUS)
1057			00.00.00.00.00.00.00.00.00.00.00.00.00.	AIR/NCK
1058				AIR/INCK
1059	.00 .00 1.00		00. 00. 00. 00. 00.	
1060			.00.00.00.00.00	AIR/CAT/NCK
1061	.00.00.00.		.00. 00. 00. 00. 00.	AIR/CAT/TNK
1062	.00.00.00.		.00.00.00.00.00.	CAT/NCK
1063			.05 .00 .00 .00 .00	CAT/TNK
1064			.00 1.00 .00 .00 .00	AIR
1065	.00 .00 .00		00 .00 0.05 .00 .00	CAT
1066	.00.00.00.		00 .00 .00 0.83 .00	NCK
1067			95 .00 .00 .00 1.00	
1068	1.00 .00 .00		00.00.00.00.00	EGR/CAT (PREVIOUS)
1069	.00 1.00 .00		00.00.00.00.00	EGR/NCK
1070	.00 .00 1.00		00.00.00.00.00	EGR/TNK
1071			00.00.00.00.00	EGR/CAT/NCK
1072	.00 .00 .00		00.00.00.00.00	EGR/CAT/TNK
1073	.00 .00 .00		00.00.00.00.00	CAT/NCK
1074	.00.00.00		00.00.00.00.00	CAT/TNK
1075	,00 .00 .00		00 1.00 .00 .00 .00	EGR
1076	.00 .00 .00		00 .00 1.00 .00 .00	CAT
1077	.00.00.00		.00 .00 .00 1.00 .00	NCK
1078	.00.00.00		.00 .00 .00 .00 1.00	TNK
1079	0.05 .00 .00	.00 .00 .00	00.00.00.00.00	AIR/CAT (SUBSEQUENT)
1080			00.00.00.00.00	AIR/NCK
1081	.00 .00 1.00	.00 0.95 .00	00.00.00.00.00	AIR/TNK
1082		.05 .00 .00 .	00.00 00.00 00	AIR/CAT/NCK
1083	.00 .00 .00	.00 0.05 .00	00.00.00.00.00	AIR/CAT/TNK
1084	.00.00.00	.00 .00 0.05 .	00.00 00 00 00	CAT/NCK
1085	.00.00.00	.00 .00 .00 0.	.05 .00 .00 .00 .00	CAT/TNK
1086	0,95 0.30 .00 0		00 1.00 .00 .00 .00	AIR
1087			00 .00 0.05 .00 .00	CAT
1088	.00 .00 .00		00 .00 .00 0.70 .00	NCK
1089	,00 ,00 ,00		95 .00 .00 .00 1.00	TNK
1090	1.00 .00 .00		00.00.00.00.00	EGR/CAT (SUBSEQUENT)
1091	,00 1.00 .00		00.00.00.00.00	EGR/NCK
1092	.00 .00 1.00		00.00.00.00.00	EGR/TNK
1093			00. 00. 00. 00. 00.	EGR/CAT/NCK
1094	.00.00.00		00.00.00.00.00	EGR/CAT/TNK
1095			00.00.00.00.00	CAT/NCK
1096	.00 .00 .00		.00. 00. 00. 00. 00	CAT/TNK
1097			.00 1.00 .00 .00 .00	EGR
1098	.00.00.00		.00 .00 1.00 .00 .00	CAT
1099	.00.00.00		.00 .00 .00 1.00 .00	NCK
1100	.00.00.00	.00.00.00.	.00 .00 .00 .00 1.00	TNK

1101	4
1102	** ** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET & PCV
1103	
1104	•
1105	** 1.00 0.30 1.00 0.30 EVAP/PCV
1106	
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1150	.00.00.00.00.00.00.00.00.00.00.00.00.00

1151	4	
1152	**	
1153		
1154	** ANNUAL : INSPECT CATALYST, FUEL INLET (AND PLUMBTESMO) & PCV	
1155	** 1 00 0 30 EVAP/PCV	
1156		c)
1157		2)
1158		
1159		
1160		
1161		
1162		
1163	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00	
1164	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
1165	.00 .00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK	
1166 1167	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00	
1168	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	S)
1169	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	-,
1170	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
1171	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
1172	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
1173	00 00 00 00 00 100 00 00 00 00 00 CAT/NCK	
1174	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
1175	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
1176	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
1177	00 00 00 00 00 00 00 00 00 1.00 00 NCK	
1178	00 00 00 00 00 00 00 00 00 00 00 100 TNK	
1179	0.05 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQU	ENT)
1180	00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/NCK	
1181	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK	
1182	.00, 00, 00, 00, 00, 00, 00, 00, 00, 00,	
1183	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
1184	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	
1185	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00	
1186	0.95 0.85 0.85 0.85 0.85 .00 .00 1.00 .00 .00 .00 AIR	
1187	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	
1188	1.00 .00 .00 .00 0.10 .00 .00 .00 0.15 .00 NCK	
1189	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00	-
1190	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	ENIJ
1191	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
1192	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
1193	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
1194	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
1195	.00.00.00.00.00.00.00.00.00.00.00.00.00	
1196		
1197		•
1198		
1199		
1200	.00 .00 .00 .00 .00 .00 .00 .00 00 1.00 TNK	

1201	4
1202	**
1203	** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO)
1204	** & PCV
1205	**
1206	1.00 0.30 1.00 0.30 EVAP/PCV
1207	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1208	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
1209	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 AIR/TNK
1210	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1211	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1212	00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
1213	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1214	0.15 .00 .00 .00 .00 .00 0.20 .00 .00 .00 AIR
1215	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
1216	00 0.05 00 0.05 .00 0.20 .00 .00 .00 0.25 .00 NCK
1217	.00 .00 0.05 .00 0.05 .00 0.20 .00 .00 .00 0.25 TNK
1218	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1219	00 1 00 00 00 00 00 00 00 00 00 00 EGR/NCK
1220	00 00 1 00 00 00 00 00 00 00 00 EGR/TNK
1221	00 00 100 00 00 00 00 00 00 00 EGR/CAT/NCK
1222	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1223	00 00 00 00 1.00 00 00 00 00 CAT/NCK
1224	00 00 .00 .00 .00 .00 .00 .00 .00 .00 .
1225	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1226	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
1227	00 00 00 00 00 00 00 00 00 100 00 NCK
1228	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
1229	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1230	00 0.15 00 0.10 00 00 00 00 00 00 00 AIR/NCK
1231	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
1232	.00 .00 0.05 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
1233	00 00 00 00 0.05 00 00 00 00 00 00 AIR/CAT/TNK
1234	00 00 00 00 00 0.05 00 00 00 00 00 CAT/NCK
1235	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1236	0.15 0.05 0.05 0.05 0.05 .00 .00 0.20 .00 .00 .00 AIR
1237	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1238	00 .00 .00 .00 0.10 .00 .00 00 0.15 .00 NCK
1239	00 00 00 00 00 00 0.10 00 00 00 0.15 TNK ~
1240	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1241	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
1242	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1243	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
1244	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
1245	00 00 00 00 1.00 00 00 00 00 00 CAT/NCK
1246	00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1247	00 00 00 00 00 00 00 00 00 00 00 00 00
1248	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1249	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
1250	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK

1251	4
1252	**
1253	** ANNUAL : INSPECT CATALYST, FUEL INLET & PCV
1254	** (I/M AREAS ONLY)
1255	** 1 00 0 30 1 00 0 30 EVAP/PCV
1256	
1257	
1258	
1259	
1260	
1261	
1262	
1263	
1264	
1265	
1266	
1267	
1268	
1269	
127 0 1271	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1272	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1272	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1275	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1274	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1276 1277	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
1278	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1279	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1280	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
1281	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/TNK
1282	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1283	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
1284	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
1285	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1286	0.95 0.70 .00 0.70 00 .00 .00 1.00 .00 .00 .00 AIR
1287	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
1288	.00 .00 .00 .00 0.25 .00 .00 .00 0.30 .00 NCK
1289 🔪	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
1290	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1291	00 1 00 00 00 00 00 00 00 00 00 EGR/NCK
1292	00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1293	00 00 1.00 00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
1294	00 00 00 1 00 00 00 00 00 00 00 EGR/CAT/TNK
1295	00 00 .00 .00 1.00 .00 .00 .00 .00 .00 .
1296	00 00 00 00 00 00 00 00 00 00 00 00 00
1297	
1298	AT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1299	. 00 . 00 . 00 . 00 . 00 . 00 . 00 . 0
1300	. 00 . 00 . 00 . 00 . 00 . 00 . 00 . 0

1301	4
1302	** ** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET & PCV
1303	
1304	
1305	•• 1 00 0 30 1 00 0 30 EVAP/PCV
1306	
1307	
1308	
1309	
1310	
1311 1312	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1313 1314	0.15 .00 .00 .00 .00 .00 .00 0.20 .00 .00 .0
1314	.15 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
1315	.00 0.47 .00 0.21 .00 0.36 .00 .00 .00 0.67 .00 NCK
1317	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK
1318	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1319	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1320	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1321	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1322	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1323	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1324	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1325	. 00 . 00 . 00 . 00 . 00 . 00 . 00 . 0
1326	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1327	NCK 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1328	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
1329	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1330	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/NCK
1331	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 AIR/TNK
1332	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1333	00 00 00 00 00 00 00 00 00 00 00 00 00
1334	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1335	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1336	0.15 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR
1337	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
1338	.00 0.10 .00 0.10 .00 0.25 .00 .00 .00 0.30 .00 NCK
1339	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK
1340	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1341	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1342	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1343	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1344	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1345	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1346	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1347	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
1348	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1349	
1350	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK

1351	4	
1352		
1353	** ** ANNUAL : INSPECT AIR PUMP, CANISTER & PCV	
1354		
1355	** 0 30 0 30 0 30 0 30 EVAP/PCV	
1356		
1357		
1358		
1359		
1360		
1361		
1362		
1363		
1364		
1365		
1366		
1367		
1368		
1369		
1370		
1371		
1372		
1373		
1374	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
1375		
1376 1377	.00.00.00.00.00.00.00.00.00.00.00.00.00	
1378	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
1379	0,20 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUEN	r)
1380	.00 0.20 .00 .00 .00 .00 .00 .00 .00 .00	
1381	.00 .00 0.20 .00 .00 .00 .00 .00 .00 .00	
1382	.00 .00 .00 0.20 .00 .00 .00 .00 .00 .00	
1383	.00 .00 .00 0.00 .00 .00 .00 .00 .00 AIR/CAT/TNK	
1384	00 .00 .00 0.80 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK	
1385	.00 .00 .00 0.00 0.80 .00 1.00 .00 .00 .00 .00 CAT/TNK	
1386	.00 .00 .00 .00 .00 .00 .00 0.20 .00 .00	
1387	0.80 .00 .00 .00 .00 .00 .00 1.00 .00 CAT	
1388	.00 0.80 .00 .00 .00 .00 .00 .00 1.00 .00 NCK	
1389	00 00 0.80 00 00 00 00 00 00 1.00 TNK	
1390	1.00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/CAT (SUBSEQUEN	7)
1391	00 1 00 00 00 00 00 00 00 00 00 EGR/NCK	
1392	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
1393	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
1394	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
1395	.00.00.00.00.00.00.00.00.00.00.00.00.00	
1396	_ 00 00 00 00 00 00 1.00 00 00 00 00 CAT/TNK	
1397		
1398	.00 .00 .00 .00 .00 .00 00 .00 .00 .00	
1399	.00 .00 .00 .00 .00 .00 .00 .00 NCK	
1 4 0 0	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	

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1401	4	
1402	*	
1403	••	
1404	•• ANNUAL : INSPECT CATALYST, CANISTER & PCV	
1405		
1406	0.30 0.30 0.30 0.30	EVAP/PCV
1407	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT (PREVIOUS)
1408	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 .00	AIR/NCK
1409	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00	AIR/TNK
1410	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT/NCK
1411	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT/TNK
1412	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	CAT/NCK
1413	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT/TNK
1414	0.95 .00 .00 .00 .00 .00 .00 1.00 .00 .00 .0	AIR
1415	.00 .00 .00 .00 .00 .00 .00 0.05 .00 .00	CAT NCK
1416	.00 .00 .00 .00 .00 .00 .95 .00 .00 .00 .00 .00 00 .00 .00 .00 .00	TNK
1417		EGR/CAT (PREVIOUS)
1418		EGR/NCK
1419		EGR/TNK
1420 1421	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	EGR/CAT/NCK
1422	00.00.00.00.00.00.00.00.00.00.00.00.00.	EGR/CAT/TNK
1423	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	CAT/NCK
1424	.00. 00. 00. 00. 100. 00. 00. 00. 00. 00	CAT/TNK
1425	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR
1426	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
1427	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	NCK
1428	00.1 00. 00. 00. 00. 00. 00. 00. 00. 00.	TNK
1429	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT (SUBSEQUENT)
1430	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00	AIR/NCK
1431	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00	AIR/TNK
1432	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT/NCK
1433	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00	AIR/CAT/TNK
1434	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
1435	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT/TNK AIR
1436		CAT
1437		NCK
1438	00 00 00 00 00 00 00 00 00 00 00 00 00	TNK
1439 1440	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT (SUBSEQUENT)
1440	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/NCK
1442	00 00 1.00 00 00 00 00 00 00 00 00 00 00 00	EGR/TNK
1443	00.00.00.00.00.00.00.00.00.00.00.00.00	EGR/CAT/NCK
1444	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	EGR/CAT/TNK
1445	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	CAT/NCK
1446	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	CAT/TNK
1447	00. 00. 00. 00. 100. 00. 00. 00. 00. 00 . 00	EGR
1448	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
1449	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	NCK
1450	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	TNK

1451	4	
1452	**	
1453	** ** ANNUAL : INSPECT AIR PUMP, CATALYST, CANISTER & PCV	
1454	** ANNUAL : INSPECT AIR PUMP, CATALYST, CANISTER & PCV **	
1455 1456	0,30 0.30 0.30 0.30	EVAP/PCV
1457	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT (PREVIOUS)
1458	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 .00 .00	AIR/NCK
1459	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00	AIR/TNK
1460	.00 .00 .00 .05 .00 .00 .00 .00 .00 .00	AIR/CAT/NCK
1461	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT/TNK
1462	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	CAT/NCK
1463	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT/TNK
1464	0.15 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	AIR
1465	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
1466	.00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 .00	NCK
1467	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00	TNK
1468	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT (PREVIOUS)
1469	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	EGR/NCK
1470	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/TNK
1471	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT/NCK
1472	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT/TNK
1473	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	CAT/NCK
1474	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	CAT/TNK
1475	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	EGR
1476	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	CAT NCK
1477	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
1478	00 00 00 00 00 00 00 00 00 00 00 00 00	TNK AIR/CAT (PREVIOUS)
1479		AIR/NCK
1480	100 0120 00 0110 100 100 100 100 100 100	AIR/TNK
1481		AIR/CAT/NCK
1482	00 00 00 00 00 00 00 00 00 00 00 00 00	AIR/CAT/TNK
1483		CAT/NCK
1484 1485		CAT/TNK
1486	0.15 00 00 00 00 00 00 00 00 00 00 00	AIR
1487		CAT
1488	00 0 80 00 0 80 00 0 95 00 00 1.00 00	NCK
1489	00 00 0.80 00 0.80 00 0 95 00 00 1 00	TNK
1490	1,00,00,00,00,00,00,00,00,00,00,00,00	EGR/CAT (SUBSEQUENT)
1491	00 00 00 00 00 00 00 00 00 00 00 00 00	EGR/NCK
1492	00 00 1.00 .00 .00 .00 .00 .00 .00 .00 .	EGR/TNK
1493	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	EGR/CAT/NCK
1494	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	EGR/CAT/TNK
1495	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	CAT/NCK
1496	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT/TNK
1497	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR
1498	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
1499	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	NCK
1500	.00.00.00.00.00.00.00.00.00.00.00.00.00	TNK

1501	4
1502	** ** ANNUAL : INSPECT CATALYST, FUEL INLET, CANISTER & PCV
1503	
1504	
1505	** 0.30 0.30 0.30 0.30 EVAP/PCV
1506	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1507 1508	.00 0.83 .00 0.62 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
1509	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/TNK
1510	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1511	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
1512	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
1513	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1514	0.95 0.17 .00 0.33 .00 .00 .00 1.00 .00 .00 .00 AIR
1515	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1516	.00 .00 .00 .00 .00 0.62 .00 .00 .00 0.83 .00 NCK
1517	.00 .00 .00 .00 .00 .00 0.95 .00 .00 1.00 TNK
1518	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1519	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1520	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1521	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1522	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1523	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1524	00 00 00 00 00 00 00 100 00 00 00 00 CAT/TNK
1525	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
1526	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
1527	.00 .00 .00 .00 .00 .00 .00 .00 1.00 NCK
1528	00 00 00 00 00 00 00 00 00 00 00 00 00
1529	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1530	.00 0.70 .00 0.65 .00 .00 .00 .00 .00 .00 AIR/NCK
1531	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
1532	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1533	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00
1534	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1535	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
1536	0.95 0.30 .00 0.30 .00 .00 .00 1.00 .00 .00 .00 AIR
1537	00 .00. 00. 00 .00 .00 .00 .00 .00 .0
1538 🍃	.00 .00 .00 .00 .00 0.65 .00 .00 .00 0.70 .00 NCK
1539	.00 .00 .00 .00 .00 .00 .95 .00 .00 1.00 TNK
1540	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1541	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1542	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1543	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1544	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1545	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1546	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1547	-00-00 00 00 00 00 100 00 00 EGR
15 48	.00.00.00.00.00.00.00.00.00.00.00.00.00
1549	.00.00.00.00.00.00.00.00.00.00.00 NCK
1550	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00

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1551	4
1552	** ** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET, CANISTER & PCV
1553	<pre>** ANNUAL : INSPECT AIR PUMP, CATALYST, FUEL INLET, CANISTER & PCV ** (NON-I/M AREAS ONLY)</pre>
155 4 1555	
	** 0.30 0.30 0.30 0.30 EVAP/PCV
1556 1557	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1558	.00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
1559	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AIR/TNK
1560	.00 .00 0.05 .00 .00 .00 .00 .00 .00 .00
1561	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
1562	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
1563	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1564	0.15 .00 .00 .00 .00 .00 .00 0.20 .00 .00 .0
1565	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1566	.00 0.63 .00 0.47 .00 0.62 .00 .00 .00 0.83 .00 NCK
1567	.00 .00 0.80 .00 0.80 .00 0.95 .00 .00 .00 1.00 TNK
1568	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1569	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1570	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1571	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1572	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1573	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1574	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1575	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1576	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1577	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
1578	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1579	0.05 00 00 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS)
1580	.00 0.20 00 0.15 .00 .00 .00 .00 .00 .00 AIR/NCK
1581	.00 .00 0.20 .00 0.15 .00 .00 .00 .00 .00 .00 AJR/TNK
1582	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1583	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
1584	00 00 00 00 00 0.05 00 00 00 00 00 CAT/NCK
1585	00 00 00 00 00 00 0.05 00 00 00 00 CAT/TNK
1586	0.15 .00 .00 .00 .00 .00 0.20 .00 .00 .00 AIR
1587	.00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
1588	00 0 50 00 0 50 00 0 65 00 00 00 0.70 00 NCK
1589	00 00 0 80 00 0 80 00 0 95 00 00 1 00 TNK
1590	1 00 00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)
1591	00 1 00 00 00 00 00 00 00 00 00 00 EGR/NCK
1592	00 00 1.00 00 00 00 00 00 00 00 00 EGR/TNK
1593	00 00 100 00 00 00 00 00 00 00 00 EGR/CAT/NCK
1594	00 00 00 00 1.00 00 00 00 00 00 00 EGR/CAT/TNK
1595	00 00 00 00 00 1 00 00 00 00 00 00 CAT/NCK
1596	00 00 00 00 00 00 1 00 00 00 00 00 CAT/TNK
1597	00 - 00 - 00 .00 .00 .00 .00 .00 .00 .00
1598	00.00.00.00.00.00.00.00.00.00.00.00.00.
1599	00 00 00 00 00 00 00 00 00 100 00 NCK
1600	00 00 00 00 00 00 00 00 00 00 100 TNK

1601	4
1602	* **
1603	** ANNUAL : INSPECT CATALYST, FUEL INLET (AND PLUMBTESMO),
1604	** CANISTER & PCV
1605	**
1606	0.30 0.30 0.30 EVAP/PCV
1607	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1608	.00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 AIR/NCK
1609	.00 .00 0.25 .00 0.20 .00 .00 .00 .00 .00 AIR/TNK
1610	.00.00.00.00.00.00.00.00.00.00.00.00.00
1611	.00.00.00.00.00.00.00.00.00.00.00.00.00
1612	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1613	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1614	0.95 0.75 0.75 0.75 0.75 .00 .00 1.00 .00 .00 .00 AIR
1615	CAT 00. 00. 20. 00. 00. 00. 00. 00. 00. 00.
1616	.00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK
1617	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00
1618	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
161 9	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
16 20	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1621	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1622	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1623	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1624	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1625	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1626	
1627	
1628	
1629	
1630	
1631	
1632	
1633	
1634	
1635	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1636 1637	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
1637	.00 .00 .00 .00 .00 0.10 .00 .00 .00 0.15 .00 NCK
1639	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00
1640	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1641	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1642	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1643	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1644	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1645	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
1646	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1647	00 . 00 . 00 . 00 . 00 . 00 . 00 . 00
1648	TAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1649	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
1650	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK

1651	4						
1652	**						
1653	++ ANNU				YST, FUEL	INLEI (AND	PLUMBTESMO),
1654	**	CAN	ISTER & PC	V			
1655	**						5140 /00V
1656		.30 0.30					
657	0.05	.00 .00	.00 .00				
658	.00 0						
659	. 00	.00 0.20	.00 0.15		.00.00		
660	. 00	.00 .00			.00.00		
661	.00	.00.00	.00 0.05		.00.00		
662	.00	.00 .00	.00.00		.00.00		
663	.00	.00.00	.00.00		.00.00		
664	0.15	.00.00	.00.00		0.20 .00		
1665	.00	.00 .00	.00 .00			0.25 .00	-
66 6	.00 0				.00.00	_	
667	.00	.00 0.05	.00 0.05		.00.00		
668	1.00	.00 .00	.00.00				
669		.00 .00	00.00.00. 00.00.				
670	. 00 . 00	.00 1.00	1.00 .00		.00 .00		- ·
671		.00 .00	.00 1.00				
672 673	. 00 . 00	.00 .00	.00 .00		.00 .00		
673 674	.00	.00 .00	.00 .00				
675	.00	.00 .00	.00.00				
	. 00	.00 .00	.00 .00				
676 677	. 00	.00 .00	.00 .00				
678	.00	.00 .00	.00 .00				
679	0.05	.00 .00	.00 .00				
680		.15 .00	0.10 .00				
681	.00	.00 0.15	.00 0.10				
682	.00	.00 .00					
683	.00	.00 .00	.00 0.05				
684	.00	.00 .00	.00 .00		.00 .00	-	
685	.00	.00 .00	.00 .00		.00 .00		
686			0.05 0.05	.00 .00			
687	.00	.00 .00	.00 .00		.00 0.05		
688	.00	.00 .00		0.10 .00	.00 00	0.15 .00	NCK
689	.00	.00 .00	.00 .00		.00.00	.00 0.15	TNK
690	1.00	.00 .00	.00 .00		.00.00	.00.00	EGR/CAT (SUBSEQUENT)
691		.00 .00	.00 .00		.00 .00	.00.00	EGR/NCK
692	.00	.00 1.00	.00 .00	.00.00	.00.00) 00 .00	EGR/TNK
693	.00	.00 .00	1.00 .00	.00 .00	.00.00	.00.00	EGR/CAT/NCK
694	.00	.00 .00	.00 1.00	.00 .00	.00.00	.00.00	EGR/CAT/TNK
695	.00	.00 .00	.00 .00	1.00 .00	.00 .00	.00.00	
696	-00-	.0000	.00.00	.00 1.00	.00.00		
697	. 00	.00 .00	.00 .00		1.00 .00		
698	. 00	.00 .00	.00.00	.00.00	.00 1.00		
699	. 00	.00 .00	.00.00		.00 .00		
700	.00	.00 .00	.00 .00	.00 .00	.00 .00	.00 1.00	TNK

1701	4
1702	**
1703	** ANNUAL : INSPECT CATALYST, FUEL INLET, CANISTER & PCV
1704	** (I/M AREAS ONLY)
1705	**
170 6	0.30 0.30 0.30 EVAP/PCV
1707	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1708	.00 0.67 .00 0.36 .00 .00 .00 .00 .00 .00 AIR/NCK
1709	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
1710	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1711	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00
1712	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1713	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
1714	0.95 0.33 .00 0.59 .00 .00 .00 1.00 .00 .00 .00 AIR
1715	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1716	.00 .00 .00 .00 0.36 .00 .00 .00 0.57 .00 NCK
1717	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
1718	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1719	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1720	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1721	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1722	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1723	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
172 4 1725	
1726	
1727	
1728	
1729	
1730	
1731	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
1732	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1733	.00 .00 .00 .00 0.05 .00 00 .00 .00 .00
1734	.00 .00 .00 .00 0.05 00 .00 00 .00 CAT/NCK
1735	.00 .00 .00 .00 .00 0.05 .00 .00 .00 CAT/TNK
1736	0.95 0.70 .00 0.70 .00 .00 00 1.00 .00 .00 AIR
1737	00 .00 .00 .00 .00 .00 .00 .00 .00 .0
1738	.00 .00 .00 .00 0.25 00 .00 .00 0.30 .00 NCK
1739	
1740	1.00.00.00.00.00.00.00.00.00.00.00.00 EGR/CAT (SUBSEQUENT)
1741	.00 1.00 .00 .00 .00 .00 .00 .00 .00 <u>.00 EGR/NCK</u>
1742	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1743	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1744	00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1745	00 00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
1746	00 00 00 00 00 00 1 00 00 00 00 00 CAT/TNK
1747	₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩₩
1748	. 00 . 00 . 00 . 00 . 00 . 00 . 00 . 0
1749	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
	00 00 00 00 00 00 00 00 00 100 TNK

1751	4				
17 51 17 52	4				
1753			P, CATALYST, FUE	I INLET CANTS	STER & POV
1754	** ANNOAL . INS	I/M AREAS O	NIY)		
1755	**				
1756	0.30 0.30 0.30	0.30			EVAP/PCV
1757	0.05 .00 .00	.00 .00	. 00 . 00 . 00 .	00, 00, 00	AIR/CAT (PREVIOUS)
1758				00.00.00	AIR/NCK
1759	.00 .00 0.20			00.00.00	AIR/TNK
1760	.00 .00 .00	0.05 .00	. 00 . 00 . 00 .	00.00.00	AIR/CAT/NCK
1761	.00 .00 .00		. 00 . 00 . 00 .	00.00.00	AIR/CAT/TNK
1762	.00.00.00	.00 .00 0	.05 .00 .00 .	00.00.00	CAT/NCK
1763	.00.00.00	.00.00		00.00.00	CAT/TNK
1764	0.15 .00 .00	.00.00	.00 .00 0.20 .	00.00.00	AIR
1765	.00.00.00	.00.00	.00 .00 .00 0.	05 .00 .00	CAT
1766	.00 0.47 .00	0.21 .00 0	.36 .00 .00 .	00 0.67 .00	NCK
1767	.00 .00 0.80	.00 0.80	.00 0.95 .00 .	00 .00 1.00	TNK
1768	1.00 .00 .00	.00.00	.00.00.00	00.00.00	EGR/CAT (PREVIOUS)
1769	.00 1.00 .00	.00.00		00.00.00	EGR/NCK
1770	.00 .00 1.00			00.00.00	EGR/TNK
1771	.00 .00 .00			00.00.00	EGR/CAT/NCK
1772	.00.00.00			00.00.00	EGR/CAT/TNK
1773	.00.00.00			00.00.00	CAT/NCK
177 4	.00 .00 .00			00.00.00	CAT/TNK
1775	.00 .00 .00			00.00.00	EGR
1776	.00 .00 .00			00.00.00	CAT
1777	.00 .00 .00			00 1.00 .00	NCK
1778	.00.00.00			00 .00 1.00	TNK
1779	0.05 .00 .00			00.00.00	AIR/CAT (SUBSEQUENT)
1780				00.00.00	AIR/NCK
1781	.00 .00 0.20			00.00.00	AIR/TNK AIR/CAT/NCK
1782				00.00.00	
1783	.00 .00 .00			00.00.00	
1784	.00 .00 .00			00.00.00 00.00.00	CAT/NCK CAT/TNK
1785	.00.00.00			00.00.00 00.00.00	AIR
1786	0.15 .00 .00				CAT
1787	.00 .00 00			00 0.30 .00	NCK
1788	.00 0.10 .00 .00 .00 0.80			00 .00 1.00	TNK
1789	.00 .00 0.80 1.00 .00 .00			00 .00 .00	EGR/CAT (SUBSEQUENT)
179 0 1791	.00 1.00 .00			00 .00 .00	EGR/NCK
1792	.00 .00 1.00			00 .00 .00	EGR/TNK
1793	.00 .00 .00			00 .00 .00	EGR/CAT/NCK
1794	.00 .00 .00			00.00.00	EGR/CAT/TNK
1795	.00 .00 .00			00.00.00	CAT/NCK
1796	.00 .00 .00	.00 .00		00.00.00	CAT/TNK
1797		.00 .00		00.00.00	EGR •
1798	.00.00.00			00.00.00	CAT
1799	.00 .00 .00	.00 .00	-	00 1.00 .00	NCK
1800	.00.00.00		. 00 . 00 . 00 .	00 .00 1.00	TNK

1001	7
1802	••
1803	**
1804	** BIENNIAL : INSPECT AIR PUMP ONLY
1805	••
1806	1,00,1,00,1,00,1,00 EVAP/PCV
1807	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00
1808	00 0.30 00 00 00 00 00 00 00 00 AIR/NCK
1809	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00
1810	.00 .00 .00 0.30 .00 .00 .00 .00 .00 .00
-	.00 .00 .00 0.00 .00 .00 .00 .00 .00 .0
1811	
1812	
1813	
1814	
1815	
1816	
1817	.00 .00 0.70 .00 .00 .00 .00 .00 .00 1.00 TNK
1818	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1819	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
1820	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1821	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1822	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
1823	.00.00.00.00.00.00.00.00.00.00.00.00.00
1824	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1825	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1826	00 00 00 00 00 00 00 00 00 00 00 CAT
1827	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
1828	00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00
1829	
1830	
1831	
1832	
1833	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00
1834	00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
1835	.00 .00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/TNK
1836	00 .00 .00 .00 .00 .00 .00 0.30 .00 .00
1837	0.70.00.00.00.00.00.00.00.00.00.00.00.CAT
1838	.00 0.70 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
1839	00 .00 0.70 .00 .00 .00 .00 .00 .00 1.00 TNK
1840	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1841	00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1842	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1843	00 00 100 100 00 00 00 00 00 00 00 EGR/CAT/NCK
1844	00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1845	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1846	100 .00 .00 .00 .00 .00 1.00 .00 .00 .00 EGR
1847	
1848	
1849	
1850	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

1051	
1851 1852	4
1853	**
1854	** BIENNIAL : INSPECT CATALYST ONLY
1855	**
1856	1.00 1.00 1.00 1.00 EVAP/PCV
1857	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1858	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
1859	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
1860	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1861	.00. 00, 00, 00, 00, 00, 00, 00, 00, 00,
1862	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1863	00 00 .00 .00 .00 .00 .05 .00 .00 .00 .0
1864	0.95 00 .00 .00 .00 .00 .00 1.00 .00 .00 AIR
1865	CAT 00. 00. 20. 00. 00. 00. 00. 00. 00. 00.
1866	.00.00.00.00.00.00.00.00.00.00.00.00.00
1867	.00.00.00.00.00.00.00.00.00.00.00.00.00
1868	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1869	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1870	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1871	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
1872	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1873	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1874	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1875	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
1876	TAT 00, 00, 00, 00, 00, 00, 00, 00, 00, 00
1877	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1878	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1879	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1880	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1881	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
1882	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
1883	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
1884	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
1885	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1886	0.95 .00 .00 .00 .00 .00 1.00 .00 .00 .00 AIR
1887	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1888	
1889	
1890	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1891	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1892	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1893 1894	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1895	.00 .00 .00 .00 .00 1 00 .00 .00 .00 .00
1896	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
1897	100 100 100 100 100 100 100 100 100 100
1898	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
1899	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
1900	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
.300	

1901	Ŧ	
1902	**	
1903	**	
1904	** BIENNIAL : INSPECT AIR PUMP & CATALYST ONLY	
1905	**	
1906	1.00 1.00 1.00 1.00 EVAP/PCV	
1907	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	
1908	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
1909	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK	
1910	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
1911	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
1912	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
1913	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00	
1914	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0	
1915	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
1916	.00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 .00 NCK	
1917	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK	
1918	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
1919	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
1920	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
1921	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
1922	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
1923	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK	
1924	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
1925	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
1926	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
1927	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK	
1 9 28	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK a a5 aa aa aa aa aa aa aa aa aa aa aa aa	
1929		
1930	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
1931	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK aa aa aa aa a5 aa a9 .00 .00 .00 .00 .00 AIR/CAT/NCK	
1932		
1933		
1934		
1935		
1936		
1937		
1938		
1939		T)
1940		• /
1941		
1942		
1943		
1944	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
1945		
1946	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
1947	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	•
194 8 1949	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
1949	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
1950		

1901

1951	4
1952	** ** BIENNIAL : INSPECT CATALYST & FUEL INLET ONLY
1953	
1954	, , ,
1955	** 1,00 1,00 1,00 1,00 EVAP/PCV
1 956 1957	
1957	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
1958	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/INK
1960	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
-	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
1961 1962	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1963 1964	0.95 0.17 .00 0.33 .00 .00 .00 1.00 .00 .00 .00 AIR
1965	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1965	.00 .00 .00 .00 .00 0.62 .00 .00 .00 0.83 .00 NCK
1967	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK 1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1968	
1969	
1970	
1971	
1972	
1973	
1974	
1975	
1976	
1977	
1978	
1979	
1980	
1981	
1982	
1983	
1984	
1985	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
1986	
1987	
1988 1989	.00 .00 .00 .00 .00 0.65 .00 .00 .00 0.70 .00 NCK .00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1990	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
1991	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1992 1993	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
1995	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
1994	.00 .00 .00 .00 00 1.00 .00 .00 .00 .00
1995	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
1990	100 100 100 100 100 100 100 100 100 100
1997	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1998	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
	.00 .00 .00 .00 00 .00 .00 .00 .00 1.00 TNK
2000	

2001 ** 2002 ** BIENNIAL : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY 2005 ** (NON-1/M AREAS ONLY) 2006 ** (NON-1/M AREAS ONLY) 2007 0.05 00 1.00 1.00 1.00 00 .00 .00 .00 .00 .00 .00 .00 .00 .00		
2003 •• BIENNIAL : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY 2004 •• (NON-I/M AREAS ONLY) 2005 •• (NON-I/M AREAS ONLY) 2006 •• (NON-I/M AREAS ONLY) 2007 0.05 1.00 1.00 1.00 1.00 1.00 1.00 1.00	2001	4
2004 •• (NON-1/M AREAS ONLY) 2005 •• EVAP/PCV 2006 1.00 1.00 1.00 EVAP/PCV 2007 0.05 0.00 0.0 0.00		** DEFINITION INCODECT AT DIMP. CATALYST & FILE INLET ONLY
2005 ••• EVAP/PCV 2006 0.05 0.06 0.0		** BIENNIAL : INSPECIAL FOMP, CATALIST & FOLL HELL ONLY
2006 1.00 1.00 EVAP/PCV 2007 0.05 0.06 0.0 <t< td=""><td>-</td><td></td></t<>	-	
2007 0 05 00	-	
2000 0		
2000 1		
2010 202 203 <td></td> <td></td>		
2011 202 200 200 200 200 200 200 201 201 2012 .00 <td></td> <td></td>		
2012 00 0		
2013 .00 00		
2014 0.25 00		
2015 00 00 00 00 00 00 00 00 00 00 00 00 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05 00 0.05		
2016 .00 0.53 .00 0.53 .00 0.62 .00 .00 0.83 .00 NCK 2017 .00		
2017 .00 .00 0.70 .00 0.95 .00<		
2018 1.00 00		
2019 .00 1.00 .00 <td< td=""><td></td><td></td></td<>		
2020 .00 .00 1.00 .00 </td <td></td> <td></td>		
2021 .00		
2022 .00		
2023 .00		
2024 .00		
2025 .00		
2026 00 00 00 00 00 100 00		
2027 .00		
2028 .00 .00 .00 .00 .00 .00 1.00 TNK 2029 0.05 .00 <		
2029 0.05 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS) 2030 00 0.30 00 0.25 00 00 00 00 00 AIR/NCK 2031 00 0.30 00 0.25 00 00 00 00 00 AIR/NCK 2032 00 00 00 00 00 00 00 00 AIR/TNK 2033 00 00 00 00 00 00 00 00 AIR/CAT/NCK 2034 00 00 00 00 00 00 00 00 AIR/CAT/NCK 2035 00 00 00 00 00 00 00 00 00 AIR/CAT/NCK 2036 0 25 00 00 00 00 00 00 00 AIR/CAT/NCK 2037 00 00 00 00 00 00 00 00 AIR 2040 1 00		
2030 .00 0.30 .00 0.25 .00 <t< td=""><td></td><td></td></t<>		
2031 .00 .00 .02 .00		
2032 .00		
2033 .00		
2034 .00		
2035 .00		
2036 0.25 00		
2037 .00		
2038 .00 0.40 .00 0.65 .00 .00 0.70 .00 NCK 2039 .00 .00 0.70 .00 0.95 .00 .00 1.00 TNK 2040 1.00 00 .00		
2039 .00 .00 .00 .00 .00 .00 .00 1.00 TNK 2040 1.00 00 .00 <t< td=""><td>-</td><td></td></t<>	-	
2040 1.00 00		
2041 .00 1.00 00	2039	
2042 .00	2040	
2043 00 00 00 1 00 <t< td=""><td>2041</td><td></td></t<>	2041	
2044 .00 .00 .00 1.00 .00 <td< td=""><td></td><td></td></td<>		
2045 .00 .00 .00 .00 1.00 .00 <td< td=""><td>_</td><td></td></td<>	_	
2046 00 <		
2047 .00 00 <th0< td=""><td></td><td></td></th0<>		
2048 .00 <td>_</td> <td></td>	_	
2049 .00 .00 00 00 00 00 00 .00 1.00 .00 NCK		
2050 .00 .00 .00 .00 .00 .00 .00 .00 .00		
	2050	.00.00.00.00.00.00.00.00.00.00.00.00.00

2051	4			
2052	**			
2053	**			
2054	## BIENNIAL	: INSPECT CATALYS	T & FUEL INLET (AND PLUMB)	resmo)
2055	**			
2056	1.00 1.00	1.00 1.00		EVAP/PCV
2057	0.05 .00	.00 .00 .00 .00		AIR/CAT (PREVIOUS)
2058	.00 0.25	.00 0.20 .00 .0	00. 00. 00. 00. 00. 0	AIR/NCK
2059	.00 .00	0.25 .00 0.20 .00	00, 00, 00, 00, 00, 6	AIR/TNK
2060	.00.00	.00 0.05 .00 .00	00. 00. 00. 00. 00. 6	AIR/CAT/NCK
2061	.00.00	.00 .00 0.05 .0	00. 00. 00. 00. 00. 6	AIR/CAT/TNK
2062	.00 .00	.00 .00 .00 .00	5 .00 .00 .00 .00 . 00	CAT/NCK
2063	.00.00	.00.00.00.00	0.05 .00 .00 .00 .00	CAT/TNK
2064	0.95 0.75	0.75 0.75 0.75 .00	00. 00. 00. 00. 00 00	AIR
2065	.00.00	.00.00.00.00	00.00.00.05	CAT
2066	.00.00	.00 .00 .00 0.20	0 .00 .00 .00 0.25 .00	NCK
2067	.00.00	.00.00.00.00	0.20 .00 .00 .00 0.25	TNK
2068	1.00 .00	.00.00.00.00	00. 00. 00. 00. 00. 0	EGR/CAT (PREVIOUS)
2069	.00 1.00	.00.00.00.00	00. 00. 00. 00. 00.	EGR/NCK
2070	.00.00	1,00 .00 .00 .00	00. 00. 00. 00. 00.	EGR/TNK
2071	.00 .00	.00 1.00 .00 .00	00. 00. 00. 00. 00.	EGR/CAT/NCK
2072	.00.00	.00 .00 1.00 .00	00. 00. 00. 00. 00.	EGR/CAT/TNK
2073	.00.00	.00 .00 .00 1.00	00. 00. 00. 00. 00.	CAT/NCK
2074	.00 .00	.00 .00 .00 .00		CAT/TNK
2075	.00.00	.00.00.00.00	0. 00 1.00 .00 .00 .00	EGR
2076	.00 .00	.00 .00 .00 .00	0. 00 . 00 1.00 . 00 . 00	CAT
2077	.00.00	.00.00.00.00	0. 00 .00 .00 1.00 .00	NCK
2078	.00.00	.00.00.00.00	3 .00 .00 .00 .00 1 .00	TNK
2079	0.05.00	.00.00.00.00	00.00.00.00.00.00	AIR/CAT (SUBSEQUENT)
2080	.00 0.15	.00 0.10 .00 .00	00. 00. 00. 00. 00. 0	AIR/NCK
2081	.00.00	0.15 .00 0.10 .00	00. 00. 00. 00. 00.	AIR/TNK
2082	.00.00	.00 0.05 .00 .00	00. 00. 00. 00. 00.	AIR/CAT/NCK
2083	.00.00	.00 .00 0.05 .00	00. 00. 00. 00. 00.	AIR/CAT/TNK
2084	.00.00	.00 .00 .00 .00	5.00.00.00.00.00	CAT/NCK
2085	.00.00	.00.00.00.00	0.05 .00 .00 .00 .00	CAT/TNK
2086	0.95 0.85	0.85 0.85 0.85 .00	00.00.00.00.00.00	AIR
2087	.00.00	.00.00.00.00	00 .00 0.05 .00 .00	CAT
2088	.00.00	.00 .00 .00 0.10	00.00.00.00.00.00.00	NCK
2089	.00.00	.00.00.00.00	0.10 .00 .00 .00 0.15	TNK
2090	1.00 .00	.00 .00 .00 .00	00.00.00.00.00.00	EGR/CAT (SUBSEQUENT)
2091	.00 1.00	.00.00.00.00	0 0. 00. 00. 00. 00. 0	EGR/NCK
2092	.00.00	1.00 .00 .00 .00	00.00.00.00.00.00	EGR/TNK
2093	. 00 . 00	.00 1.00 .00 .00	00.00.00.00.00.00	EGR/CAT/NCK
2094	.00.00	.00 .00 1.00 .00	00.00.00.00.00	EGR/CAT/TNK
2095	.00 00	.00 .00 .00 1.00	00.00.00.00.00	CAT/NCK
2096	. 00 . 00 .	.00.00.00.00		CAT/TNK
2097	.00	.00 .00 .00 00		
2098	.00.00	.00.00.00.00		CAT
2099	. 00 . 00 .	.00.00.00.00	3 .00.00.001.00.00	NCK
2100	.00.00	.00 .00 .00 .00	00 00 .00 .00 1.00	TNK

2101	4
2102	••
2103	** ** BIENNIAL : INSPECT AIR PUMP, CATALYST & FUEL INLET (AND PLUMBTESMO)
2104	
2105	** 1 00 1 00 1 00 1.00 EVAP/PCV
210 6	
2107	
2108	
2109	
2110	
2111	
2112	
2113	
2114	
2115	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 CAT .00 .00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK
2116	.00 .00 .00 .00 .00 0.20 .00 .00 .00 .00
2117	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
211 8 21 19	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2120	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2121	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2122	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
2123	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
2124	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
2125	00 00 00 00 00 00 00 1 00 00 00 00 EGR
2126	00 00 00 00 00 00 00 00 00 00 00 CAT
2127	.00 00 00 00 00 00 00 00 1.00 00 NCK
2128	00 00 00 00 00 00 00 00 00 00 100 TNK
2129	0.05 .00 00 .00 .00 .00 .00 .00 .00 .00
2130	.00 0.15 .00 0.10 00 00 .00 .00 .00 .00 AIR/NCK
2131	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
2132	.00 00 00 0.05 00 .00 00 00 00 .00 AIR/CAT/NCK
2133	.00 .00 .00 0.05 .00 .00 .00 .00 .00 AIR/CAT/TNK
2134	.00 .00 00 00 00 0.05 .00 00 00 .00 CAT/NCK
2135	.00 .00 .00 .00 00 00 0.05 .00 .00 .00 CAT/TNK
2136	0.25 0 15 0.15 0 15 0 0 .00 0.30 .00 .00 .00 AIR
2137	.00 .00 .00 .00 00 .00 .00 .00 .00 CAT
2138	.00 .00 .00 .00 0.10 .00 00 00 0.15 .00 NCK
2139	.00 .00 00 .00 00 .00 0.10 00 00 .00 0.15 TNK
2140	1.00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/CAT (SUBSEQUENT)
2141	.00 1.00 00 .00 .00 .00 00 00 .00 00 EGR/NCK
2142	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2143	00 00 00 1.00 00 00 00 00 00 00 00 EGR/CAT/NCK 00 00 00 1.00 00 00 00 00 00 00 EGR/CAT/NK
2144	
2145	
2146	
2147	
2148	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2149	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
2150	

2151	4
2152	
2153	** BIENNIAL : INSPECT CATALYST & FUEL INLET ONLY
2154	** (I/M AREAS ONLY)
2155	
2156	
2157	
2158	
2159	
2160	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2161	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2162	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
2163	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2164	0.95 0.33 .00 0.59 .00 .00 .00 1.00 .00 .00 .00 AIR
2165	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2166	.00 .00 .00 .00 .00 0.36 .00 .00 .00 0.67 .00 NCK
2167	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
2168	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2169	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2170	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2171	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2172	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2173	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
2174	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
2175	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2176	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2177	.00.00.00.00.00.00.00.00.00.00.00.00.00
2178	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
2179	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2180	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/NCK
2181	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
2182	.00.00.00.00.00.00.00.00.00.00.00.00.00
2183	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2184	00 00 00 00 00 0.05 00 00 00 00 CAT/NCK
2185	00 00 00 00 00 00 00 00 00 00 00 CAT/TNK
2186	0.95 0.70 .00 0.70 .00 .00 1.00 .00 .00 .00 AIR
2187	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2188	. 00 .00 .00 .00 0.25 .00 .00 .00 0.30 .00 NCK
2189	00 00 00 00 00 00 00 00 00 00 00 1 00 TNK
2190	1 00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)
2191	00 1 00 00 00 00 00 00 00 00 00 00 EGR/NCK
2192	00 00 1 00 00 00 00 00 00 00 00 00 EGR/TNK
2193	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2194	00 00 00 100 00 00 00 00 00 00 EGR/CAT/TNK
2195	00 00 00 00 100 00 00 00 00 00 CAT/NCK
2196	00 00 00 00 00 00 1 00 00 00 00 00 CAT/TNK
2197	00-00 00 00 00 00 100 00 00 EGR
2198	.00 .00 .00 .00 .00 .00 .00 .00 1.00 00 00 CAT
2199	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
2200	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2200	

2201 2202	4	
	•• BIENNIAL : INSPECT AIR PUMP, CATALYST & FUEL INLET ON	I Y
2203	** (I/M AREAS ONLY)	
2204 2205	** (1/M AREAS OREF)	
2205	1,00 1.00 1.00 1.00	EVAP/PCV
2200	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT (PREVIOUS)
2208	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00	AIR/NCK
2209	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00	AIR/TNK
2210		AIR/CAT/NCK
2210	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	AIR/CAT/TNK
2212	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	CAT/NCK
2212	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT/TNK
2214	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0	AIR
2215	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
2216	.00 0.37 .00 0.11 .00 0.36 .00 .00 .00 0.67 .00	NCK
2217	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00	TNK
2218	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT (PREVIOUS)
2219	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	EGR/NCK
2220	00.00.00.00.00.00.00.00.00.00.00.00.00.	EGR/TNK
2221	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	EGR/CAT/NCK
2222	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	EGR/CAT/TNK
2223	.00.00.00.00.00.100.00.00.00.00.00.00.00	CAT/NCK
2224	.00.00.00.00.00.00.00.00.00.00.00.00.00	CAT/TNK
2225	00.00.00.00.00.00.00.00.00.00.00.00.00	EGR
2226	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
2227	00 00 00 00 00 00 00 00 00 00 00 00 00	NCK
2228	00 00 00 00 00 00 00 00 00 00 00 1.00	TNK
2229	0.05.00.00.00.00.00.00.00.00.00.00	AIR/CAT (PREVIOUS)
2230	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00	AIR/NCK
2231	00 00 0.30 00 0.25 00 00 .00 .00 .00 .00	AIR/TNK
2232	00 00 00 00 00 00 00 00 00 00 00 00	AIR/CAT/NCK
2233	00 00 00 00 00 00 00 00 00 00 00 00	AIR/CAT/TNK
2234	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT/NCK
2235	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CATITNK
2236	0.25 .00 .00 .00 .00 .00 00 0.30 .00 .00 .00	AIR
2237	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
2238	.00 .00 .00 .00 0.25 00 .00 0.30 .00	NCK
2239	· .00 .00 0.70 00 0.70 00 0.95 .00 .00 .00 1.00	TNK
2240	1.00.00.00.00.00.00.00.00.00.00.00.00	EGR/CAT (SUBSEQUENT)
2241	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/NCK
2242	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	EGR/TNK
2243	.00. 00. 00. 00. 00 .00. 00. 00. 00. 00	EGR/CAT/NCK
2244	00. 00. 00. 00 00. 00 00. 00. 00. 00. 0	EGR/CAT/TNK
2245	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	CAT/NCK
2246	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	CAT/TNK
2247		EGR ·
2248		CAT
2249	.00. 00. 1 00. 00. 00. 00. 00. 00. 00. 0	NCK
2250	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	TNK

0054	
2251 2252	4
2252	••
2254	** ** BIENNIAL : INSPECT AIR PUMP & CANISTER
2255	
2255	0.43 1.00 0.43 1.00 EVAP/PCV
2258	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00
	.00 0.30 .00 .00 .00 .00 .00 .00 .00 .00
2258	
22 59 2260	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00
2261	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00
	.00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
2262 2263	.00 .00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/TNK
2265	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2265	0.70 .00 .00 .00 .00 .00 .00 .00 1.00 .00 .
2265	.00 0.70 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
2267	.00 .00 0.70 .00 .00 .00 .00 .00 .00 1.00 TNK
2268	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2269	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2270	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2270	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2272	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2273	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2274	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
2275	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
2276	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2277	00 00 00 00 00 00 00 00 00 00 100 00 NCK
2278	00 00 00 00 00 00 00 00 00 00 00 00 00
2279	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00
2280	.00 0.30 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
2281	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00
2282	.00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
2283	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00
2284	.00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/NCK
2285	.00 .00 .00 .00 0.70 00 1.00 .00 .00 .00 .00 CAT/TNK
2286	.00 .00 .00 .00 .00 .00 0.30 .00 .00 .00
2287	0.70 .00 .00 .00 .00 .00 .00 .00 .00 .00
2288	.00 0.70 .00 .00 00 .00 .00 .00 .00 NCK
2289	.00 .00 0.70 00 00 .00 .00 .00 .00 1.00 TNK
2290	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2291	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
2292	.00 .00 1.00 .00 .00 .00 00 00 .00 .00 EGR/TNK
2293	.00 .00 .00 1.00 .00 .00 00 .00 00 .00 EGR/CAT/NCK
2294	.00 .00 .00 1.00 .00 00 00 00 00 .00 EGR/CAT/TNK
2295	.00 .00 .00 .00 1.00 00 .00 .00 .00 CAT/NCK
2296	.00 .00 .00 .00 .00 100 00 .00 .00 CAT/TNK
2297	-00-00-00 00 00 00 100 00 00 00 CGR
2298	.00.00.00.00.00.00.00.00.00.00.00.00.00
2299	.00 .00 .00 .00 .00 00 .00 .00 1.00 .00
2300	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00

2301	4
2302	••
2303	
2304	** BIENNIAL : INSPECT CATALYST & CANISTER
2305	** 6 43 1 00 0 43 1 00 EVAP/PCV
2306	
2307	
2308	
2309	
2310	
2311	
2312	
2313	
2314	
2315	
2316	
2317	
2318	
2319	
2320	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2321 2322	.00 00 00 1.00 00 00 00 00 00 00 00 EGR/CAT/TNK
2323	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2323	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
2325	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
2326	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2327	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2328	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
2329	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2329	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
2331	.00 .00 1.00 00 0.95 .00 .00 .00 .00 .00 .00 AIR/TNK
2332	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2333	00 00 00 00 0.05 00 00 00 00 00 AIR/CAT/TNK
2334	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
2335	.00 .00 .00 .00 .00 0.05 .00 .00 .00 CAT/TNK
2336	0.95 .00 .00 .00 .00 .00 1.00 .00 .00 .00 AIR
2337	. 00 00 00 00 00 00 00 00 00 00 CAT
2338	.00 .00 .00 .00 0.95 .00 .00 .00 1.00 .00 NCK
2339	00 00 00 00 00 00 0.95 00 00 1.00 TNK
2340	1.00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)
2341	00 1 00 00 00 00 00 00 00 00 00 EGR/NCK
2342	.00 00 1 00 00 .00 .00 .00 .00 .00 EGR/TNK
2343	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
2344	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
2345	.00.00.00.00.00.1.00.00.00.00.00.00.00.0
2346	<u>00</u> 000000000000
2347	.00 `00 00 .00 .00 .00 1.00 .00 .00 EGR
2348	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2349	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
2350	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

2352	**				
0757	**				
2353	**				
2354	** BIENNIAL :	INSPECT AIR	PUMP, CATALYST	& CANISTER	
2355	**				
2356	0.43 1.00 0	.43 1.00			EVAP/PCV
2357	0.05 .00	.00.00.00	.00 .00 .00		AIR/CAT (PREVIOUS)
2358	.00 0.30	.00 0.25 .00	.00.00.00		AIR/NCK
2359	.00 .00 0	.30 .00 0.25	.00 .00 .00		AIR/TNK
2360	.00.00	.00 0.05 .00	.00 .00 .00		AIR/CAT/NCK
2361	.00.00	.00 .00 0.05	.00 .00 .00		AIR/CAT/TNK
2362	.00.00	.00.00.00	0.05 .00 .00		CAT/NCK
2363	.00.00	.00 .00 .00	.00 0.05 .00	.00 .00 .00	CAT/TNK
2364	0.25 .00	.00 .00 .00	.00 .00 0.30	.00 .00 .00	AIR
2365	.00.00	.00 .00 .00	.00 .00 .00	0.05 .00 .00	CAT
2366	.00 0.70	.00 0.70 .00	0.95 .00 .00	.00 1.00 .00	NCK
2367		.70 .00 0.70	.00 0.95 .00	.00 .00 1.00	TNK
2368	1.00.00	.00 .00 .00	.00 .00 .00	.00 .00 .00	EGR/CAT (PREVIOUS)
2369	.00 1.00	.00.00.00	.00 .00 .00	.00 .00 .00	EGR/NCK
2370	.00 .00 1	.00.00.00	.00 .00 .00	.00 .00 .00	EGR/TNK
2371	.00.00	.00 1.00 .00	.00 .00 .00		EGR/CAT/NCK
2372		.00 .00 1.00	.00 .00 .00	.00 .00 .00	EGR/CAT/TNK
2373		.00.00.00	1.00 .00 .00	.00 .00 .00	CAT/NCK
2374	.00.00	00.00.00	.00 1.00 .00	.00 .00 .00	CAT/TNK
2375		.00 .00 .00	.00 .00 1.00	.00 .00 .00	EGR
2376		00.00.00	.00 .00 .00		CAT
2377		00 .00 .00	.00 .00 .00	.00 1.00 .00	NCK
2378		00.00.00	.00 .00 .00	.00 .00 1.00	TNK
2379		00.00.00	.00 .00 .00	.00.00.00	AIR/CAT (PREVIOUS)
2380		00 0.25 .00	.00 .00 .00		AIR/NCK
2381	.00 .00 0	30 .00 0.25	.00.00.00	.00.00.00	AIR/TNK
2382		00 0.05 .00	.00.00.00	.00.00.00	AIR/CAT/NCK
2383		.00 .00 0.05	.00 .00 .00	.00.00.00	AIR/CAT/TNK
2384			0.05 .00 .00	.00.00.00	CAT/NCK
2385		00 .00 .00	.00 0.05 .00	.00.00.00	CAT/TNK
2386		00 . 00 . 00	.00 .00 0.30	.00 .00 .00	AIR
2387		00 00 00		0.05 .00 .00	CAT
2388			0.95 .00 .00	.00 1.00 .00	NCK
2389		70 .00 0.70	.00 0.95 .00	.00 .00 1.00	TNK
2390		00 00 00	.00.00.00	.00.00.00	EGR/CAT (SUBSEQUENT)
2391		00 .00 .00	.00.00.00	.00 .00 .00	EGR/NCK
2392		00 .00 .00	.00 .00 .00	.00.00.00	EGR/TNK
2393	.00 .00	00 1.00 .00	.00 .00 .00	.00 .00 .00	EGR/CAT/NCK
2394		00 .00 1.00	.00 .00 .00		EGR/CAT/TNK
2395		00 00 00	1.00 .00 .00		CAT/NCK
2396		00 .00 .00	.00 1.00 .00		CAT/TNK
2397			.00 .00 1.00		EGR
2398		00 .00 .00	.00 .00 .00		CAT
2399		00 .00 .00	.00 .00 .00		NCK
2400		00 .00 .00	.00 .00 .00		TNK

2401	4
2402	** ** BIENNIAL : INSPECT CATALYST, FUEL INLET & CANISTER
2403	** BIENNIAL : INSPECT CATALYST, FUEL INLET & CANISTER ** (NON-I/M AREAS ONLY)
2404	
2405 2406	0.43 1.00 0.43 1.00 EVAP/PCV
2400	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2408	.00 0.83 .00 0.62 .00 .00 .00 .00 .00 .00 AIR/NCK
2409	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
2410	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2411	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2412	00 00 00 00 00 00 00 00 00 00 00 CAT/NCK
2413	00 00 00 00 00 00 00 00 00 00 00 00 CAT/TNK
2414	0.95 0.17 .00 0.33 .00 .00 .00 1.00 .00 .00 .00 AIR
2415	00 00 00 00 00 00 00 00 00 00 00 CAT
2416	00 00 .00 .00 00 0.62 .00 .00 .00 0.83 .00 NCK
2417	.00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
2418	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2419	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
2420	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2421	00 00 100 00 00 00 00 00 00 00 00 EGR/CAT/NCK
2422	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2423	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2 424	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2425	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
2426	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2427	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
2 42 8	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
2 429	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2430	.00 0.70 .00 0.65 .00 .00 .00 .00 .00 .00 AIR/NCK
2431	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/TNK
2432	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2433	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2434	00 00 00 00 00 0.05 00 00 00 00 00 CAT/NCK 00 00 00 00 00 00 05 00 00 00 00 CAT/TNK
2435	
2436	
2437	
2438	
2439	
2440	1 00 00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT) 00 1 00 00 00 00 00 00 00 00 00 00 00 EGR/NCK
2441	00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2442 24 4 3	.00 .00 1.00 .00 .00 .00 .00 .00 .00 00 00 EGR/CAT/NCK
2443	00 00 00 00 1.00 00 00 00 00 00 00 EGR/CAT/TNK
2444	00 .00 .00 00 100 00 00 .00 .00 00 CAT/NCK
2445	00 00 00 00 00 00 1.00 00 00 00 00 CAT/TNK
2447	
2448	.00 .00 00 .00 00 .00 00 1.00 .00 CAT
2449	.00 .00 .00 00 00 00 00 00 1.00 .00 NCK
2450	00 00 00 00 00 00 00 00 00 1.00 TNK

2451	4
2452	••
2453	** BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET & CANISTER
2454	** (NON-I/M AREAS ONLY)
2455	**
2456	0.43 1.00 0.43 1.00 EVAP/PCV
2457	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2458	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/NCK
2459	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 AIR/TNK
2460	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2461	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00
2462	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2463	.00 .00 .00 .00 .00 0.05 .00 .00 .00 CAT/TNK
2464	0.25 .00 .00 .00 .00 .00 0.30 .00 .00 AIR
2465	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2466	.00 0.53 .00 0.53 .00 0.62 .00 .00 .00 0.83 .00 NCK
2467	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
2468	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2469	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2470	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2471	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2472	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2472	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2473	
2475	
2476	
2477	
2478	
2479	
2480	
2481	
2482	
2483	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2484	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
2485	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2486	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0
2487	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2488	.00 0.40 .00 0.40 .00 0.65 .00 .00 .00 0.70 .00 NCK
2489	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
2 490	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2491	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2492	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2493	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2494	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
2495	.00.00.00.00.00.00.00.00.00.00.00.00.00
2496	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2497	
2498	00 00 00 00 00 00 00 00 00 00 00 00 00
2499	00 00 00 00 00 00 00 00 100 00 NCK
2500	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

2501	4
2502	** ** BIENNIAL : INSPECT CATALYST, FUEL INLET (AND PLUMBTESMO),
2503	
2504	** & CANISTER
2505	** 0 43 1 00 0 43 1 00 EVAP/PCV
25 06	
2507	
2508	
2509	
2510	
2511	
2512	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
2513	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
2514	0.95 0.75 0.75 0.75 0.75 .00 .00 1.00 .00 .00 .00 AIR
2515	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
251 6	.00 .00 .00 .00 0.00 .00 .00 .00 0.25 .00 NCK
2517	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00
251 8	1.00 00 00 00 00 00 00 00 00 00 00 00 00
2519	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
252 0	.00 00 1.00 .00 .00 .00 .00 .00 .00 .00
2521	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2522	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2523	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
2524	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2525	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2526	AT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2527	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2528	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
2529	0.05 00 .00 .00 .00 .00 .00 .00 .00 .00
253 0	. 00 0.15 . 00 0.10 . 00 . 00 . 00 . 00
2531	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
2532	.00 .00 .00 .05 .00 .00 .00 .00 .00 .00
2533	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2534	00 00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
2535	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2536	0.95 0.85 0.85 0.85 0.85 .00 .00 1.00 .00 .00 AIR
2537	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
2538	.00 .00 .00 .00 0.10 .00 .00 .00 0.15 .00 NCK
2539	.00 .00 .00 .00 .00 0.10 .00 .00 .00 0.15 TNK
2540	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2541	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
2542	00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2543	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2544	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
2545	00 00 00 00 1.00 00 00 00 00 00 00 00 CAT/NCK
2546	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
2547	
2548	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2549	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
2550	.00 .00 00 .00 00 .00 .00 00 .00 1.00 TNK
2000	

0554	
2551	4
2552	** ** BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO),
2553	
2554	** & CANISTER
2555	** 0 43 1 00 0 43 1 00 EVAP/PCV
2556	
2557	
2558	
2559	.00 .00 0.25 .00 0.20 .00 .00 .00 .00 .00 AIR/TNK
2560	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2561	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2562	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
2563	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2564	0.25 0.05 0.05 0.05 0.05 .00 .00 0.30 .00 .00 .00 AIR
2565	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2566	.00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK
2567	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00
2568	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2569	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
257 0	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2571	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2572	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
257 3	.00.00.00.00.00.00.00.00.00.00.00.00.00
2574	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
2575	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2576	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2577	.00.00.00.00.00.00.00.00.00.00.00.00.00
2578	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2579	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2580	.00 0.15 00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
2581	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
2582	.00 00 .00 0.05 .00 .00 .00 .00 .00 .00
2583	.00 .00 .00 0.05 .00 .00 .00 .00 .00 AIR/CAT/TNK
2584	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
2585	.00 .00 .00 .00 .00 0.05 .00 .00 .00 CAT/TNK
2586	0.25 0.15 0.15 0.15 0.15 .00 .00 0.30 .00 .00 .00 AIR
2587	.00.00.00.00.00.00.00.00.00.00.00.00.00
2588	.00 .00 .00 .00 .00 0.10 .00 .00 .00 0.15 .00 NCK
2589	.00 .00 .00 .00 .00 0.10 .00 .00 .00 0.15 TNK
2590	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2591	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2592	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2593	.00. 00 1.00. 00 .00 .00 .00 .00 .00 .00
2594	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
2595	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2596	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
2597	
2598	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2599	.00.00.00.00.00.00.00.00.00.00.00.00.00
2600	.00.00.00.00.00.00.00.00.00.00.00.00.00

0601		
2601		
2602	• BIENNIAL : INSPECT CATALYST, FUEL INLET & CANISTER	
2603 2604	(I/M AREAS ONLY)	
2604		
2605	0.43 1.00 0.43 1.00 EVAP/PCV	
2607	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2608	.00 0.67 .00 0.36 .00 .00 .00 .00 .00 .00 AIR/NCK	
2609	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/TNK	
2610	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
2611	00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
2612	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
2613	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
2614	0.95 0.33 .00 0.59 .00 .00 .00 1.00 .00 .00 .00 AIR	
2615	.00 .00 .00 .00 .00 .00 .00 .00 .00 CAT	
2616	.00 .00 .00 .00 0.36 .00 .00 .00 0.67 .00 NCK	
2617	.00 .00 .00 .00 .00 0.95 .00 .00 .00 TNK	
2618	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2619	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
2620	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
2621	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
2622	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
2623	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
2624	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
2625	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2626	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
2627	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
2628	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	、
2629	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00)
2630	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
2631	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK	
2632	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
2633	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
2634	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2635		
2636		
2637		
2638		
2639)
2640	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	,
2641 2642	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
2643	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
2644	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
2645	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
2646	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
2647	00 00 00 00 00 00 00 00 00 00 00 00 00	
2648	00 00 00 00 00 00 00 00 00 00 00 00 00	
2649	00 00 00 00 00 00 00 00 100 00 NCK	
2650	00 00 00 00 00 00 00 00 00 1.00 TNK	

0651	4
2651	4
2652 2653	** BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET & CANISTER
2654	** (I/M AREAS ONLY)
2655 2656	** 0.43 1.00 0.43 1.00 EVAP/PCV
2657	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
2658	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
2659	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2660 2661	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2662	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
2663	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2664	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0
2665	.00 .00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2666	.00 0.37 .00 0.11 .00 0.36 .00 .00 .00 0.67 .00 NCK
2667	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2668	
2669	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2670	
2671 2672	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2673	
2674	
2675	
2676	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2677	
2678 2679	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2680	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
2681	00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
2682	00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2683	00 00 00 00 0.05 00 00 00 00 00 00 AIR/CAT/TNK
2684	00 00 00 00 00 00 00 00 00 00 00 00 00
2685	00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2686	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0
	.00 .00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2687 2688	· 00 00 .00 00 00 00 00 00 00 00 00 00 00
2689	00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
2690	1.00 .00 00 .00 .00 .00 .00 .00 .00 .00
2691	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2692	00 00 1.00 00 00 00 00 00 00 00 00 EGR/TNK
2693	00 00 1.00 00 00 00 00 00 00 00 EGR/CAT/NCK
2694	00 00 00 100 100 00 00 00 00 00 00 EGR/CAT/TNK
2695	00 .00 .00 .00 1.00 .00 .00 .00 .00 00 CAT/NCK
2696	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2697	
2698	.00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT
2699	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
2700	.00 .00 00 00 .00 .00 .00 .00 .00 1.00 TNK
2/00	

2701	4	
2702	*	
2703		
2704	** BIENNIAL : INSPECT AIR PUMP & PCV	
2705	** BILINGIAL . INGLOT AIN TOM WITCH	
2706	1.00 0.44 1.00 0.44 EVAP/PCV	
2707	0.30 00 00 00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)	
2708	00 0 30 .00 .00 .00 .00 .00 .00 .00 .00	
2709	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00	
2710	.00 .00 .00 0.30 .00 .00 .00 .00 .00 .00	
2711	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00	
2712	00 00 00 07 00 1.00 .00 .00 .00 .00 .00 CAT/NCK	
2713	00 00 00 00 0.70 00 1.00 00 00 00 00 CAT/TNK	
2714	00 00 00 00 00 00 00 00 00 00 00 AIR	
2715	0.70 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2716	.00 0.70 .00 .00 .00 .00 .00 .00 1.00 .00 NCK	
2717	.00 .00 0.70 .00 .00 .00 .00 .00 .00 1.00 TNK	
2718	1.00 00 00 00 .00 .00 .00 .00 .00 .00 EGR/CAT (PREVIOUS)	
2719	00 1 00 .00 .00 .00 .00 .00 .00 .00 .00	
2720	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
2721	00 00 00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK	
2722	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK	
2723	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	
2724	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	
2725	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
2726	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
2727	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2728	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
2729	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00)
2730	.00 0.30 .00 .00 .00 .00 .00 .00 .00 .00	
2731	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00	
2732	.00 .00 .00 0.30 .00 .00 .00 .00 .00 .00	
2733	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00	
2734	.00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/NCK	
2735	.00 .00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/TNK	
2736	.00 .00 .00 .00 .00 .00 .00 0.30 .00 .00	
2737	0.70 .00 .00 .00 .00 .00 .00 .00 1.00 .00 .	
2738	.00 0.70 .00 .00 .00 .00 .00 .00 1.00 .00 NCK	
2739 -	.00 .00 0.70 .00 .00 .00 .00 .00 .00 1.00 TNK	、
2740	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00)
2741	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
2742	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
2743	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
2744	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
2745	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
2746		
2747		
2748		
2749		
2750	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 INK	

2751	4
2752	
2753	** ** BIENNIAL : INSPECT CATALYST & PCV
2754	
2755	** 1.00 0.44 1.00 0.44 EVAP/PCV
2756	
2757	
2758	
2759	
2760	
2761	
2762	.00 .00 .00 .00 .00 .05 .00 .00 .00 .00
2763	
2764 2765	0.95 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
2766	.00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 .00 NCK
2767	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
2768	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2769	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2770	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2771	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2772	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2773	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2774	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2775	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
2776	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2777	.00 .00 .00 .00 .00 .00 .00 .00 1.00 NCK
2778	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
2779	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2780	.00 1.00 .00 .05 .00 .00 .00 .00 .00 .00 AIR/NCK
2781	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
2782	.00 .00 .00 .05 .00 .00 .00 .00 .00 .00
2783	.00 .00 .00 0.05 .00 .00 .00 .00 .00 AIR/CAT/TNK
2784	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2785	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2786	0.95 00 00 00 00 00 00 1.00 00 00 00 AIR
2787	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
2788	00 .00 .00 00 00 0.95 .00 .00 .00 1.00 .00 NCK
2789	.00 .00 .00 .00 .00 0.95 .00 .00 1.00 TNK
2790	1 00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2791	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2792	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2793	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2794	00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2795	00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2796	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2797	
2798	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2799	.00 .00 .00 .00 .00 .00 .00 .00 1.00 NCK
2800	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
2801	4
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2802	**
2803	
2804	
2805	** 1.00 0.44 1.00 0.44 EVAP/PCV
2806	
2807	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2808	
2809	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 AIR/INK .00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2810	
2811	
2812	
2813	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2814	
2815	
2816	
2817	
2818	
2819	
2820	
2821	
2822	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2823 2824	
	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
2825	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2826	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
2827 2828	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
2829	0.05 .00 .00 .00 .00 .00 .00 .00 00 .00 AIR/CAT (PREVIOUS)
2830	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
2831	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
2832	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2833	.00 .00 .00 0.05 .00 00 .00 .00 .00 AIR/CAT/TNK
2835	.00 .00 .00 .00 0.05 .00 .00 00 .00 .00
2835	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
2836	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 AIR
2837	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2838	.00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 .00 NCK
2839	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
2840	1.00 .00 .00 .00 .00 .00 .00 .00 .00 00 .00 EGR/CAT (SUBSEQUENT)
2841	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2842	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2843	00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
2844	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2845	00 00 00 00 00 1 00 00 00 00 00 CAT/NCK
2846	00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2847	
2848	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2849	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
2850	.00.00.00.00.00.00.00.00.00.00.00.00.00

2851	4
2852	
2853	•• BIENNIAL : INSPECT CATALYST, FUEL INLET & PCV
2854	•• (NON-I/M AREAS ONLY)
2855	
2856	1.00 0.44 1.00 0.44 EVAP/PCV
2 85 7	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
2858	.00 0.83 .00 0.62 .00 .00 .00 .00 .00 .00 AIR/NCK
2859	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
2860	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2861	.00 .00 .00 0.05 .00 .00 .00 .00 .00 AIR/CAT/TNK
2862	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
2863	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2864	0.95 0.17 .00 0.33 .00 .00 .00 1.00 .00 .00 .00 AIR
2865	AT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2866	.00 .00 .00 .00 .00 0.62 .00 .00 .00 0.83 .00 NCK
2867	.00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
2868	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2869	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2870	.00 .00 1 .00 .00 .00 .00 .00 .00 .00 .0
2871	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2872	00 00 00 00 1.00 00 00 00 00 00 EGR/CAT/TNK
2873	00 00 00 00 00 1.00 00 00 00 00 00 CAT/NCK
2874	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
2875	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
2876	00 00 00 00 00 00 00 00 00 00 00 00 00
2877	00 00 00 00 00 00 00 00 00 100 00 NCK
2878	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
2879	0.05 00 00 00 00 00 00 00 00 00 00 AIR/CAT (SUBSEQUENT)
2880	00 0.70 .00 0.65 .00 .00 .00 .00 .00 .00 AIR/NCK
2881	00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
2882	00 .00 .00 0.05 .00 .00 .00 00 .00 .00 AIR/CAT/NCK
2883	00 .00 .00 0.05 .00 .00 .00 .00 .00 AIR/CAT/TNK
2884	00 00 .00 .00 0.05 00 .00 .00 .00 .CAT/NCK
2885	00 00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/TNK
288 6	0,95 0,30 .00 0.30 .00 .00 .00 1.00 .00 .00 .00 AIR
	.00 .00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00
2887	00 .00 .00 .00 .00 0.65 .00 00 00 0.70 .00 NCK
2888	00 00 00 00 00 00 0.95 .00 00 00 1.00 TNK
2889	1.00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)
2890	00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2891	00 00 1.00 00 00 00 00 00 00 00 00 EGR/TNK
2892	
2893	
2894	
2895	
2896	
2897	
28 98	
2899	
2900	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

2901	4
2902	**
2903	•• BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET & PCV
2904	•• (NON-I/M AREAS ONLY)
2905	** 1 99 9 44 1 99 9 44 EVAP/PCV
2906	
2907	
2908	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
2909	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
2910	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2911	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2912	.00 .00 .00 .00 .00 .05 .00 .00 .00 .00
2913	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
2914	0.25 .00 .00 .00 .00 .00 0.30 .00 .00 AIR
2915	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2916	.00 0.53 .00 0.53 .00 0.62 .00 .00 .00 0.83 .00 NCK
2917	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
2918	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2919	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2920	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2921	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
2922	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2923	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
2924	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
2925	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
2926	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2927	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2928	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
2929	0.05 .00 .00 00 .00 .00 .00 .00 .00 .00
2930	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/NCK
2931	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
2932	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
2933	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
2934	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
2935	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2936	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0
2937	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
2938	.00 0.40 .00 0.40 .00 0.65 .00 .00 .00 0.70 .00 NCK
2939	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1 00 TNK
2940	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
2941	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
2942	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
2943	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
2944	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
2945	.00 .00 .00 .00 1.00 00 00 .00 .00 .00 CAT/NCK
2946	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
2947	
2948	.00.00.00.00.00.00.00.00.00.00.00.00.00
2949	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
2950	.00.00.00.00.00.00.00.00.00.00.00.00.00

2951	4	
2952		
2953	<pre>** BIENNIAL : INSPECT CATALYST, FUEL INLET (AND PLUMBTESMO),</pre>	
2954	** & PCV	
2955	**	
2956	1.00 0.44 1.00 0.44 EVAP/PCV	
2957	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2958	.00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
2959	.00 .00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 AIR/TNK	
2960	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
2961	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
2962	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
2963	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00	
2964	0.95 0.75 0.75 0.75 0.75 .00 .00 1.00 .00 .00 .00 AIR	
2965	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2966	.00 .00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK	
2967	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00	
2968	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
2969	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
2970	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
2971	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
2972	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
2973	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
2974	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
2975	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
2976	.00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT 00 00 00 00 00 00 .00 .00 1.00 .00 NCK	
2977		
2978		۱.
2979		,
2980		
2981		
2982		
2983		
2984		
2985		
2986		
2987	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00	
2988 2989	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00	
2999	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00)
2991	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	·
2992	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
2993	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK	
2994	.00 .00 .00 1.00 00 .00 .00 .00 .00 EGR/CAT/TNK	
2995	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK	
2996	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK	
2997	00 00 00 00 00 00 1.00 00 00 EGR	
2998	.00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT	
2999	.00 .00 00 .00 .00 .00 .00 .00 1.00 .00	
3000	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
5000		

3002 ** BIENNIAL: INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO), 3004 ** & PCV 3005 ** & PCV 3006 ** EVAP/PCV 3007 0.08 0.44 1.00 0.44 EVAP/PCV 3008 0.00 0.25 0.00 0.20 0.00 0.00 0.00 0.00	3001	4
3003 •• BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO), 3004 •• & & PCV 3006 •• & & PCV 3006 1.00 0.44 1.00 0.44 EVAP/PCV 3008 0.00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 .00 .0		
3064 •• & PCV 3005 •• •• EVAP/PCV 3006 1.00 0.44 1.00 0.44 EVAP/PCV 3007 0.05 0.00		** RIFNNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO),
3005 ** EVAP/PCV 3006 1.00 0.44 1.00 0.44 EVAP/PCV 3008 0.00 <td< td=""><td></td><td></td></td<>		
3066 1.00 0.44 1.00 0.44 EVAP/PCV 3007 0.05 0.00 .00 <td></td> <td></td>		
3007 0.05 000 0.00		
3008 .00 0.25 .00 0.20 .00 <t< td=""><td></td><td>0.05 00 00 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS)</td></t<>		0.05 00 00 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS)
3009 .00		
3010 .00		
3011 .00		
3012 .00		
3013 .00		
3014 0.25 0.05 0.05 0.05 0.06		
3015 .00		
3016 .00		
3017 .00		
3018 1.00 .00 <td< td=""><td></td><td></td></td<>		
3019 .00 1.00 .00 <td< td=""><td></td><td></td></td<>		
3020 .00		
3021 .00 .00 1.00 .00 <td< td=""><td></td><td></td></td<>		
3022 .00 .00 .00 1.00 .00 <td< td=""><td></td><td></td></td<>		
3023 .00 .00 .00 .00 1.00 .00 <td< td=""><td></td><td></td></td<>		
3024 .00 .00 .00 .00 1.00 .00 <td< td=""><td></td><td></td></td<>		
3025 .00 .00 .00 .00 .00 1.00 .00 <td< td=""><td>-</td><td></td></td<>	-	
3026 .00		
3027 .00		
3028 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK 3029 0.05 .00 <		
3029 0.05 .00 <td< td=""><td></td><td></td></td<>		
3030 .00 0.15 .00 0.10 .00 .00		
3032 .00	3030	.00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
3033 .00		
3033 .00		
3034 .00		.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3035 .00		.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3036 0.25 0.15 0.15 0.00 0.00 0.00 0.00 0.00 AIR 3037 .00 .00 .00 .00 .00 .00 .00 .00 CAT 3038 .00	3035	.00 .00 .00 .00 .00 00 0.05 .00 .00 .00
3038 .00 <td></td> <td></td>		
3039 .00 .00 .00 .00 .00 0.10 .00 .00 0.15 TNK	3037	
	3038	
3440 1 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)	3039	
	3040	
3041 .00 1.00 .00 .00 .00 .00 .00 .00 .00 .	3041	
3042 .00 .00 1.00 .00 .00 .00 .00 .00 .00 .0	3042	
3043 .00 .00 .00 1.00 .00 .00 .00 .00 .00 .0	3043	
3044 .00 .00 .00 .00 .00 .00 .00 .00 .00		
3045 .00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK	3045	
3046 00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK	3046	_00_00_00_00_00_00_001.00_00_00_00_00_00_CAT/TNK
3047 .00 .00 .00 .00 .00 1.00 .00 .00 EGR		
3048 .00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT		
3049 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00		
3050 .00 .00 .00 .00 .00 .00 .00 .00 .00	3050	.00 .00 .00 .00 .00 .00 .00 .00 .00 INK

7051	4	
3051 3052	4	
3053	•• BIENNIAL : INSPECT CATALYST, FUEL INLET & PCV	
3054	** (I/M AREAS ONLY)	
3055		
3056	1.00 0.44 1.00 0.44 EVAP/PCV	
3057		(IOUS)
3058	.00 0.67 .00 0.35 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	,
3059	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/TNK	
3060	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
3061	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
3062	00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3063	.00 .00 .00 .00 .00 0.05 .00 .00 .00 CAT/TNK	
3064	0.95 0.33 .00 0.59 .00 .00 .00 1.00 .00 .00 .00 AIR	
3065	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	
3066	.00 .00 .00 .00 .00 0.36 .00 .00 .00 0.67 .00 NCK	
3067	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00	
3068	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	/IOUS)
3069	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
3070	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3071	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3072	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
3073	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
3074	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
3075	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR	
3076	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3077	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
3078	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
3079		SEQUENT)
3080	.00 0.30 .00 0.25 00 00 .00 .00 .00 .00 AIR/NCK	
3081	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK	
3082	.00 .00 .00 0.05 .00 00 .00 .00 .00 .00	
30 83	.00 .00 .00 .00 0.05 00 .00 .00 .00 .00	
3084	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
3085	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
3086	0.95 0.70 .00 0.70 .00 00 .00 1.00 .00 .00 .00 AIR	
3087	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3088		
3089		SEQUENT)
3090		SEQUENT)
3091		
3092		
3093		
3094		
3095	.00 .00 .00 .00 .00 1.00 .00 .00 .00 00 .00 CAT/NCK .00 .00 .00 .00 .00 .00 1.00 .00 .00 00 .00 CAT/TNK	
3096 3097	100 100 100 100 100 100 100 100 100 00 0	
3098	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3099	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
3100		

3101	4	
3102	** ** BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET & PCV	
3103	** BIENNIAL : INSPECT AIR PUMP, CATALYSI, FUEL INLEI & PCV	
3104	** (I/M AREAS ONLY)	
3105	** EVAP/PCV	
3106		us)
3107		<i>QQ</i> ,
3108		
3109		
3110		
3111		
3112	.00 00 00 00 00 00 00 00 00 00 00 00 00	
3113	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0	
3114	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00	
3115	.00 0.37 .00 0.11 .00 0.36 .00 .00 .00 0.67 .00 NCK	
3116 3117	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK	
	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	US)
3118 3119	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	,
3120	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3120	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3122	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3123	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
3124	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
3125	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR	
3126	00 00 00 00 00 00 00 00 00 00 00 CAT	
3127	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3128	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK	
3129	0.05 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIO	US)
3130	00 0 30 00 0 25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
3131	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 AIR/TNK	
3132	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
3133	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
3134	.00 .00 .00 .00 00 05 .00 .00 .00 .00 CAT/NCK	
3135	.00 .00 .00 .00 .00 00 0.05 .00 .00 .00	
3136	0.25 .00 .00 .00 .00 .00 0.30 .00 .00 AIR	
3137	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3138	.00 .00 .00 .00 .00 0.25 .00 .00 .00 0.30 .00 NCK	
3139	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 1.00 TNK	
3140	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	UENT)
3141	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
3142	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3143	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3144	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
3145	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK	
3146	00 00 00 00 00 00 100 00 00 00 CAT/TNK	
3147		
3148		
3149		
3150	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	

3151	4
3152	**
3153	• •
3154	•• BIENNIAL : INSPECT AIR PUMP, CANISTER & PCV
3155	**
3156	0.43 0.44 0.43 0.44 EVAP/PCV
3157	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00
3158	.00 0.30 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
3159	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00
3160	.00 .00 .00 0.30 .00 .00 .00 .00 .00 .00
3161	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00
3162	.00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
3163	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3164	.00 .00 .00 .00 .00 .00 0.30 .00 .00 .00
3165	0.70 .00 .00 .00 .00 .00 .00 .00 .00 .00
3166	.00 0.70 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
3167	.00 .00 0.70 .00 .00 .00 .00 .00 .00 1.00 TNK
3168	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3169	00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
3170	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3171	00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3172	00 00 00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
3173	00 00 00 00 100 00 00 00 00 00 00 00 00
3174	00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
3175	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
3176	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3177	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3178	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
3179	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00
3180	.00 0.30 .00 .00 .00 .00 .00 .00 .00 .00
3181	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00
3182	.00 .00 .00 0.30 00 .00 .00 .00 .00 .00
3183	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00
3184	.00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
	.00 .00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/TNK
3185	.00 .00 .00 .00 .00 .00 .00 0.30 .00 .00
3186	0,70 00 .00 .00 .00 00 00 .00 1.00 .00 CAT
3187 3188	.00 0.70 .00 .00 .00 00 .00 00 .00 1.00 .00 NCK
-	
3189	.00 .00 0.70 00 .00 00 .00 .00 .00 1.00 TNK 1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3190	
3191	
3192	
3193	
3194	
3195	
3196	_00 _00 _00 _00 _00 _00 1_00 _00 _00 _00
3197	
3198	
3199	.00 .00 .00 .00 .00 00 .00 00 1.00 .00 NCK
3200	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK

3201	4
3202	••
3203	**
3204	•• BIENNIAL : INSPECT CATALYST, CANISTER & PCV
3205	**
3206	0.43 0.44 0.43 0.44 EVAP/PCV
3207	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3208	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
3209	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
3210	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3211	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3212	.00 .00 .00 .00 .00 .05 .00 .00 .00 .00
3213	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
3214	0.95 .00 .00 .00 .00 .00 .00 1.00 .00 .00 .0
3215	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3216	.00 .00 .00 .00 .00 .95 .00 .00 .00 1.00 .00 NCK
3217	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK
3218	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3219	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3220	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3221	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3222	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3223	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
3224	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
3225	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3226	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3227	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3228	.00.00.00.00.00.00.00.00.00.00.00.00.00
3229	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3230	.00 1.00 .00 0.95 .00 .00 .00 .00 .00 .00 AIR/NCK
3231	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK
3232	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3233	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3234	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3235	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
3236	0.95 .00 .00 .00 .00 .00 .00 .00 .00 AIR
3237	. 00. 00. 00. 00. 00. 00. 00. 00. 00. 0
3238 -	.00 .00 .00 .00 .00 .95 .00 .00 .00 .00 .00 NCK
3239	.00 .00 .00 .00 .00 0.05 .00 .00 .00 1.00 TNK
3240	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3241	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3242	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3243	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3244	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3245	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
3246	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
3247	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
3248	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
3249	. 00. 00. 00. 00. 00. 00. 00. 00. 00. 0
3250	. 00. 00. 00. 00. 00. 00. 00. 00. 00. 0

3252 ** 3253 ** 3254 ** BIENNIAL : INSPECT AIR PUMP, CATALYST, CANISTER & PCV 3255 ** BIENNIAL : INSPECT AIR PUMP, CATALYST, CANISTER & PCV 3256 0.43 0.44 0.43 0.44 EVAP/PCV 3257 0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3254 •• BIENNIAL : INSPECT AIR PUMP, CATALYST, CANISTER & PCV 3255 •• BIENNIAL : INSPECT AIR PUMP, CATALYST, CANISTER & PCV 3256 0.43 0.44 0.43 0.44 EVAP/PCV 3257 0.05 .00 0.00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVI 3258 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/TNK 3259 .00 0.00 .00 .00 .00 .00 .00 .00 .00 .0	
3255 •• EVAP/PCV 3256 0.43 0.44 0.43 0.44 EVAP/PCV 3257 0.05 0.00	
3256 0.43 0.44 0.43 0.44 EVAP/PCV 3257 0.05 0.00	
3257 0.05 00	
3258 .00 0.30 .00 0.25 .00 <t< td=""><td></td></t<>	
3259 .00	OUS)
3260 .00	
3261 .00	
3262 .00	
3263 .00	
3264 0.25 .00 <td< td=""><td></td></td<>	
3265 .00	
3266 .00 0.70 .00 0.95 .00 .00 1.00 .00 NCK 3267 .00	
3267 .00 .00 0.70 .00 0.70 .00 0.95 .00 .00 1.00 TNK 3268 1.00 .00	
3268 1.00 .00 <td< td=""><td></td></td<>	
3269 .00 1.00 00 .00 .00 00 00 00 00 00 00 00 00 0	
3269 .00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	ious)
3270 .00 .00 1.00 .00 <td< td=""><td></td></td<>	
3271 .00	
3272 .00 .00 .00 1.00 .00 <td< td=""><td></td></td<>	
3273 .00	-
3274 .00 .00 .00 .00 1.00 .00 <td< td=""><td></td></td<>	
3275 .00	
3276 .00	
3277 .00	
3278 .00	
3279 0.05 .00 <td< td=""><td></td></td<>	
3280 .00 0.30 .00 0.25 .00 .00	(OUS)
3281 .00 .00 .30 .00 .25 .00	•
3282 .00	
3283 .00	
3284 .00	
3285 .00	
3286 0.25 00 00 00 00 00 00 00 00 00 00 AIR 3287 00 00 00 00 00 00 00 00 00 00 00 00 CAT	
3287 .00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00	
328800 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 .00 NCK	
3289 . 00 . 00 0. 70 . 00 0. 70 . 00 0. 95 . 00 . 00 . 00 1. 00 TNK	
	EQUENT)
3291 .00 1.00 .00 .00 .00 .00 .00 .00 .00 .	
3292 .00 .00 1.00 .00 .00 .00 .00 .00 .00 .0	
3293 .00 .00 .00 1.00 .00 .00 .00 .00 .00 .0	
3294 .00 .00 .00 .00 1.00 .00 .00 .00 .00 .0	
3295 .00 .00 .00 .00 1.00 .00 .00 .00 .00 .0	
32960000 .00 .00 .00 .00 .00 .00 .0	
3297 .00 .00 .00 .00 .00 .00 1.00 .00 .00 .0	
3298 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	
3299 .00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
3300 .00 .00 .00 .00 .00 .00 .00 .00 .00	

3301	4	
3302	**	
3303	** BIENNIAL : INSPECT CATALYST, FUEL INLEY, CANISTER & PCV	
3304	** (NON-I/M AREAS ONLY)	
3305	** 0 43 0 44 0 43 0 44 EVAP/PCV	
3306		(AUS)
3307		10037
3308		
3309		
3310		
3311		
3312		
3313		
3314		
3315		
3316	.00 .00 .00 .00 .00 0.62 .00 .00 .00 .83 .00 NCK .00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 1.00 TNK	
3317	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	IOUS)
3318 3319		
3320	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3321	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3322	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	•
3323	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
3324	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
3325	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00	
3326	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
3327	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
3328	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
3329		EQUENT)
3330	00 0 70 00 0 65 00 00 00 00 00 00 00 AIR/NCK	·
3331	.00 .00 1.00 .00 0.95 .00 .00 .00 .00 .00 AIR/TNK	
3332	00 .00 00 0.05 00 00 .00 00 .00 .00 AIR/CAT/NCK	
3333	00 00 00 00 0.05 00 00 00 00 00 00 AIR/CAT/TNK	
3334	00 00 00 00 00 0.5 00 00 00 00 CAT/NCK	
3335	00 .00 .00 00 00 00 0.05 .00 .00 .00 CAT/TNK	
3336	0.95 0.30 .00 0.30 .00 .00 .00 .00 .00 .00 AIR	
3337	.00 .00 .00 .00 .00 .00 .00 .05 .00 .00	
3338	.00 .00 .00 .00 .00 0.65 .00 .00 .00 0.70 .00 NCK	
3339	.00 .00 .00 .00 .00 00 0.95 .00 .00 .00 1.00 TNK	
3340	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EQUENT)
3341	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
3342	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3343	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3344	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
3345	00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3346	00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
3347	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3348	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
3349	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3350	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	

3351	4
3352	•• •• BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET, CANISTER & PCV
3353 3354	♦● BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET, CANISTER & PCV ♦● (NONI/M AREAS ONLY)
3355	** (1014-1/W AREAS ONE1) **
3356	0.43 0.44 0.43 0.44 EVAP/PCV
3357	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3358	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
3359	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
3360	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3361	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3362	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
3363	.00 .00 .00 .00 .00 0.05 .00 .00 .00 CAT/TNK
3364	0.25 00 .00 .00 .00 .00 0.30 .00 .00 AIR
3365	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3366	.00 0.53 .00 0.53 .00 0.62 .00 .00 .00 0.83 .00 NCK
3367	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
3368	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3369	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3370	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3371	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3372	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3373	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3374	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3375	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
3376	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3377	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3378	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
3379	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3380	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
3381	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
3382	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3383	.00 00 .00 .00 0.05 .00 .00 .00 .00 .00
3384	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
3385	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
3386	0.25 .00 .00 .00 .00 .00 0.30 .00 .00 AIR
3387	.00 .00 .00 .00 .00 .00 .00 .00 .05 .00 .00
3388	.00 0.40 .00 0.40 .00 0.65 .00 .00 .00 0.70 .00 NCK
3389	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
3390	1.00.00.00.00.00.00.00.00.00.00.00.00 EGR/CAT (SUBSEQUENT)
3391	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3392	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3393	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3394	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3395	00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3396	
3397	
3398	
3399	
3400	.00.00.00.00.00.00.00.00.00.00.00.00.00

3401	4
3402	
3403	** BIENNIAL : INSPECT CATALYST, FUEL INLET (AND PLUMBTESMO),
3404	** CANISTER & PCV
3405	** 0 43 0 44 0 43 0 44 EVAP/PCV
3406	
3407	
3408	
3409	.00 .00 0.25 .00 0.20 .00 .00 .00 .00 .00 .00 AIR/TNK .00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3410 3411	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3412	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
3413	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
3413	0.95 0.75 0.75 0.75 0.75 .00 .00 1.00 .00 .00 .00 AIR
3415	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3416	.00 .00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK
3417	.00 .00 .00 .00 .00 .00 0.20 .00 .00 .00
3418	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3419	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3420	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3421	00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3422	00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3423	00 00 00 00 00 00 00 00 00 00 00 00 00
3424	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
3425	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
3426	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3427	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3428	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
3429	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3430	.00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
3431	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
3432	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3433	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3434	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
3435	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
343 6	0.95 0.85 0.85 0.85 0.85 .00 .00 1.00 .00 .00 .00 AIR
3437	00000000000000.00000
3438	.00 .00 .00 .00 0.10 .00 .00 .00 0.15 .00 NCK
3439	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00
3440	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3441	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3442	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3443	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3444	
3445	
3446	
3447	
3448	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3449 1450	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3450	

3451	4
3452	●● BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET (AND PLUMBTESMO),
3453	
3454	•• CANISTER & PCV
3455	** 0.43 0.44 0.43 0.44 EVAP/PCV
3456	
3457	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3458	
3459	.00 .00 0.25 .00 0.20 .00 .00 .00 .00 .00 AIR/INK .00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3460	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3461	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
3462 3463	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
3464	0.25 0.05 0.05 0.05 0.05 .00 .00 0.30 .00 .00 .00 AIR
3465	. 25 0.05 0.05 0.05 0.05 .00 .00 .00 .00 .0
3465	.00 .00 .00 .00 .00 0.20 .00 .00 .00 0.25 .00 NCK
3467	.00 .00 .00 .00 .00 0.20 .00 .00 .00 .00
3468	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3469	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3470	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3471	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3472	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3473	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3474	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
3475	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
3476	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3477	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3478	00 00 00 00 00 00 00 00 00 00 100 TNK
3479	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3480	00 0 15 00 0 10 00 00 00 00 00 00 AIR/NCK
3481	00 00 0.15 00 0.10 00 00 00 00 00 AIR/TNK
3482	00 00 00 05 00 00 00 00 00 00 AIR/CAT/NCK
3483	00 00 00 00 05 00 00 00 00 00 AIR/CAT/TNK
3484	.00 .00 .00 .00 0.05 .00 .00 .00 .00 CAT/NCK
3485	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
3486	0.25 0.15 0.15 0.15 0.15 .00 00 0.30 .00 .00 .00 AIR
3487	00 00 00 00 00 00 00 00 00 00 00 CAT
3488	00 00 00 00 00 0.10 00 00 00 0.15 00 NCK
3489	.00 .00 .00 .00 .00 0.10 .00 .00 .00 .15 TNK
3490	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3491	.00 1,00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
3492	00 00 1.00 00 00 00 00 00 00 00 EGR/TNK
3493	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
3494	00 00 00 00 1 00 00 00 00 00 00 EGR/CAT/TNK
3495	00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
3496	
3497	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
3498	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
3499	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3500	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

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3501	4
3502	** ** BIENNIAL : INSPECT CATALYST, FUEL INLET, CANISTER & PCV
3503	
3504	** (I/M AREAS ONLY)
3505	** 0 43 0 44 0 43 0 44 EVAP/PCV
3506	
3507	
3508	
3509	
3510	
3511	
3512	
3513	
3514	
3515	
3516	
3517	
3518	
3519	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3520 3521	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3522	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3523	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3524	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
3525	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
3526	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3527	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3528	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
3529	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3530	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/NCK
3531	.00 .00 1.00 .00 .95 .00 .00 .00 .00 .00 AIR/TNK
3532	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
3533	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3534	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3535	.00 .00 .00 .00 .00 .00 .05 .00 .00 .00
3536	0.95 0.70 .00 0.70 .00 .00 .00 .00 .00 .00 AIR
3537	AT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3538	.00 .00 .00 .00 .00 0.25 .00 .00 .00 0.30 .00 NCK
3539	.00 .00 .00 .00 .00 .00 0.95 .00 .00 .00 TNK
3540	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3541	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3542	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3543	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3544	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3545	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
3546	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
3547	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
3548	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3549	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3550	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

3551	4	
3552	••	
3553	** BIENNIAL : INSPECT AIR PUMP, CATALYST, FUEL INLET, CANISTER & PCV	
3554	<pre>(I/M AREAS ONLY)</pre>	
3555	**	
3556	0.43 0.44 0.43 0.44 EVAP/PCV	
3557	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	US)
3558	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/NCK	
3559	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 AIR/TNK	
3560	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
3561	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
3562	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
3563	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00	
3564	0.25 .00 .00 .00 .00 .00 0.30 .00 .00 AIR	
3565	.00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00	
3566	.00 0.37 .00 0.11 .00 0.36 .00 .00 .00 0.67 .00 NCK	
3567	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 1.00 TNK	1001
3568	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	ws)
3569	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
3570	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3571	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3572	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK .00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
3573		
3574		
3575		
3576		
3577		
3578		(214
3579		
3580	.000.30.000.25.00.00.00.00.00.00.00.00.00.00.00 .00.00	
3581 3582	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
3583	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
3584	.00 .00 .00 00 .00 0.05 .00 .00 .00 .00	
3585	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
	0.25 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	
3586 3587	.00.00.00.00.00.00.00.00.00.00.00.00.00	
3588	.00 .00 .00 .00 .00 0.25 .00 .00 .00 0.30 .00 NCK	
3589	.00 .00 0.70 .00 0 70 .00 0.95 .00 .00 .00 1.00 TNK	
3590	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	UENT)
3591	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
3592	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3593	00 00 00 1.00 00 00 00 00 00 00 00 00 EGR/CAT/NCK	
3594	00 00 00 100 00 00 00 00 00 00 00 EGR/CAT/TNK	
3595	00 00 00 00 00 1.00 00 00 00 00 00 CAT/NCK	
3596	00 00 00 00 00 1.00 00 00 00 00 CAT/TNK	
3597	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00	
3598	00, 00, 00, 00, 00, 00, 00, 00, 00, 00,	
3599	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK	
	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	

2001	T
3602	**
3603	**
3604	** CHNG-OF-OWN : INSPECT AIR PUMP ONLY
36 05	
3606	1.00 1.00 1.00 1.00 EVAP/PCV
3607	0.66 .00 .00 .00 .00 .00 .00 .00 .00 .00
3608	.00 .06 .00 .00 .00 .00 .00 .00 .00 .00
36 09	.00 .00 0.66 .00 .00 .00 .00 .00 .00 .00
3610	.00 .00 .00 0.66 .00 .00 .00 .00 .00 .00
3611	.00 .00 .00 .00 00. 00 .00 .00 .00 .00
3612	.00 .00 .00 0.34 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
3613	.00 .00 .00 .00 0.34 .00 1.00 .00 .00 .00 .00 CAT/TNK
3614	AIR 00, 00, 00, 60, 00, 00, 00, 00, 00, 00,
361 5	0.34 .00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT
3616	.00 0.34 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
3617	.00 .00 0.34 .00 .00 .00 .00 .00 .00 1.00 TNK
3618	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3619	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3620	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3621	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3622	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3623	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
3624	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3625	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3626	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3627	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
3628	.00.00.00.00.00.00.00.00.00.00.00.00.00
3629	0.30 .00 .00 .00 .00 .00 .00 .00 .00 .00
3630	.00 0.30 .00 .00 .00 .00 .00 .00 .00 .00
3631	.00 .00 0.30 .00 .00 .00 .00 .00 .00 .00
3632	.00 .00 .00 0.30 .00 .00 .00 .00 .00 .00
3633	.00 .00 .00 .00 0.30 .00 .00 .00 .00 .00
3634	.00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/NCK
3635	.00 .00 .00 .00 0.70 .00 1.00 .00 .00 .00 .00 CAT/TNK
3636	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3637	0.70 .00 .00 .00 .00 .00 .00 .00 1.00 .00 .
3638	.00 0.70 .00 .00 .00 .00 00 .00 1.00 .00 NCK
3639	.00 .00 0.70 .00 .00 .00 .00 .00 .00 1.00 TNK
3640	1.00 .00 .00 .00 .00 00 .00 .00 .00 .00
3641	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3642	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3643	.00 .00 .00 1.00 00 .00 .00 .00 .00 .00
3644	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3645	.00 .00 .00 .00 00 1.00 .00 .00 .00 .00
3646	00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
3647	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
3648	.00.00.00.00.00.00.00.00.00.00.00.00.00
3649	.00 .00 .00 .00 .00 .00 .00 .00 1.00 NCK
3650	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

3651	4
3652	4
3653	**
3654	•• CHNG-OF-OWN : INSPECT CATALYST ONLY
3655	
3656	1.00 1.00 1.00 1.00 EVAP/PCV
3657	0.54 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
3658	.00 1.00 .00 0.46 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
3659	.00 .00 1.00 .00 0.46 .00 .00 .00 .00 .00 .00 AIR/TNK
3660	.00 .00 .00 0.54 .00 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
3661	.00 .00 .00 .00 0.54 .00 .00 .00 .00 .00 .00 AIR/CAT/TNK
3662	.00 .00 .00 .00 .00 0.54 .00 .00 .00 .00 .00 CAT/NCK
3663	.00 .00 .00 .00 .00 .00 0.54 .00 .00 .00 .00 .00 CAT/TNK
3664	0.46 .00 .00 .00 .00 .00 .00 1.00 .00 .00 .0
3665	
3666	.00 .00 .00 .00 .00 0.46 .00 .00 .00 1.00 .00 NCK
3667	.00 .00 .00 .00 .00 .00 0.46 .00 .00 .00 1.00 TNK
3668	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3669	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3670	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3671	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3672	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3673	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3674	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
3675	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
3676	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3677	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3678	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
3679	0.05 00 00 00 00 00 00 00 00 00 00 AIR/CAT (SUBSEQUENT)
3680	00 1 00 00 0 95 00 00 00 00 00 00 00 AIR/NCK
3681	00 00 1 00 00 0 95 00 00 00 00 00 00 AIR/TNK
3682	.00 .00 .05 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
3683	.00 .00 .00 .00 .05 .00 .00 .00 .00 .00
3684	00 00 00 00 00 0.05 00 00 00 00 00 CAT/NCK
3685	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3686	0.95 .00 .00 .00 .00 .00 1.00 .00 .00 AIR
3687	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3688	. 00 . 00 . 00 . 00 0. 95 . 00 . 00 1. 00 . 00 NCK
3689	.00 .00 .00 .00 .00 0.95 .00 .00 1.00 TNK
3690	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3691	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3692	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3693	00 00 1.00 00 00 00 00 00 00 00 EGR/CAT/NCK
3694	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
3695	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3696	_00_00_00_00_00_00_1.00_00_00_00_00_CAT/TNK
3697	00 00 00 00 00 00 1 00 00 00 EGR
369 8	.00 00 00 00 00 00 00 00 00 00 00 00 00
3699	.00 .00 .00 .00 00 .00 .00 .00 1.00 .00
370 0	.00, 00, 00, 00, 00, 00, 00, 00, 00, 00,

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3702	**	
3703	**	
3704	** CHNG-OF-OWN : INSPECT AIR PUMP & CATALYST ONLY	
3705	**	
3706	1.00 1.00 1.00 1.00 EVAP/PCV	
3707	0.54 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)	
3708	.00 0.66 .00 0.12 .00 .00 .00 .00 .00 .00 AIR/NCK	
3709	.00 .00 0.66 .00 0.12 .00 .00 .00 .00 .00 AIR/TNK	
3710	.00 .00 .00 0.54 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK	
3711	.00 .00 .00 .00 0.54 .00 .00 .00 .00 .00 AIR/CAT/TNK	
3712	.00 .00 .00 .00 .00 .054 .00 .00 .00 .00 .00 CAT/NCK	
3713	.00 .00 .00 .00 .00 .00 0.54 .00 .00 .00 .00 CAT/TNK	
3714	0.12 .00 .00 .00 .00 .00 .00 0.66 .00 .00 .0	
3715	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3716	.00 0.34 .00 0.34 .00 0.46 .00 .00 .00 1.00 .00 NCK	
3717	.00 .00 0.34 .00 0.34 .00 0.46 .00 .00 .00 1.00 TNK	
3718	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3719	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
3720	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3721	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3722	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3723	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
3724	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
3725	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00	
3726	.00 .00 .00 .00 .00 .00 .00 .00 .00 CAT	
3727	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK	
3728	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
3729	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00	
3730	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
3731	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK	
3732	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00	
3733	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00	
3734	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00	
3735	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00	
3736	0.25 .00 .00 .00 .00 .00 .00 0.30 .00 .00 .0	
3737	· .00 .00 .00 .00 .00 .00 .00 .00 0.05 .00 .00	
3738	.00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 .00 NCK	
3739	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK	~
3740	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00)
3741	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
3742	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
3743	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3744	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK 00 00 .00 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK	
3745		
3746		
3747		
3748		
3749		
3750	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK	

3751 3752 3753 3754						
3753 3754						
3754	** CHNG-OF-OWN	: INSPECT	CATALYST &	FUEL INLE	T ONLY	
	**		M AREAS ONL			
3755	**	、 ····································		•		
3756	1.00 1.00 1.0	0 1.00				EVAP/PCV
3757	0.54 .00 .0		.00.00	.00 .00	.00.00	AIR/CAT (PREVIOUS)
3758	.00 0.92 .0		.00 .00	.00 .00	.00.00	AIR/NCK
3759	.00 .00 1.0		.00 .00	.00 .00	.00 .00	AIR/TNK
3760	.00 .00 .0		.00 .00	.00 .00	.00 .00	AIR/CAT/NCK
3761	.00.00.0	0 .00 0.54	.00 .00	.00 .00	.00.00	AIR/CAT/TNK
3762	.00.00.0		0.54 .00	.00 .00	.00 .00	CAT/NCK
3763	.00.00.0		.00 0.54	.00 .00	.00 .00	CAT/TNK
3764	0.46 0.08 .0			1.00 .00	.00.00	AIR
3765	.00.00.0		.00 .00	.00 0.54	.00 .00	CAT
3766	.00 .00 .0		0.30 .00	.00 .00	0.92 .00	NCK
3767	.00.00.0		.00 0.46	.00 .00	.00 1.00	TNK
3768	1.00 .00 .0		.00 .00	.00 .00	.00 .00	EGR/CAT (PREVIOUS)
3769	.00 1.00 .0		.00 .00	.00 .00	.00 .00	EGR/NCK
3770	.00 .00 1.0		.00 .00	.00 .00	.00 .00	EGR/TNK
3771	.00 .00 .0		.00 .00	.00 .00	.00 .00	EGR/CAT/NCK
3772	.00.00.0		.00 .00	.00 .00	.00 .00	EGR/CAT/TNK
3773	.00 .00 .0		1.00 .00	.00 .00	.00 .00	CAT/NCK
3774	.00.00.0		.00 1.00	.00 .00	.00 .00	CAT/TNK
3775	.00.00.0			1.00 .00	.00 .00	EGR
3776	.00.00.0		.00 .00	.00 1.00	.00 .00	CAT
3777	.00.00.0		.00 .00	.00 .00	1.00 .00	NCK
3778	.00.00.0		.00 .00	.00 .00	.00 1.00	TNK
3779	0.05 .00 .0		.00 .00	.00 .00	.00 .00	AIR/CAT (SUBSEQUENT)
3780	.00 0.70 .0		.00 .00	.00 .00	.00 .00	AIR/NCK
3781	.00 .00 1.0		.00 00	.00 .00	.00 .00	AIR/TNK
3782	.00.00.00		.00 .00	.00 .00	.00 .00	AIR/CAT/NCK
3783	.00.00.0		.00 .00	.00 .00	.00 .00	AIR/CAT/TNK
3784	.00.00.0		0.05 .00	.00 .00	.00 .00	CAT/NCK
3785	.00.00.0		.00 0.05	00 .00	.00 .00	CAT/TNK
3786	0.95 0.30			1.00 .00	00 .00	AIR
3787	· .00 .00 .0		.00 .00	00 0.05	.00 .00	CAT
3788	.00.00.0	-		.00 .00	0 70 .00	NCK
3789		0 00 00	.00 0.95	.00 .00	00 1.00	TNK
3790	1.00 .00 .0		.00 .00	00 .00	.00 .00	EGR/CAT (SUBSEQUENT)
3791	.00 1.00 .0		.00 .00	.00 .00	00 .00	EGR/NCK
3792	.00 .00 1.0		.00 .00	.00 .00	.00 .00	EGRÍTNK
3793	.00.00.0		.00 .00	.00 .00	.00 .00	EGR/CAT/NCK
3794	.00.00.0		.00 .00	.00.00	.00.00	EGR/CAT/TNK
3795	.00.00.0		1,00 .00	.00 .00	.00 .00	CAT/NCK
3796	_ 00 , 00 , 0		.00 1.00	.00 .00	.00 .00	CAT/TNK
3797	.00 .00			1.00 .00	.00.00	EGR
3798	.00.00.0		.00 .00	.00 1.00	.00 .00	CAT
3799	.00.00.0		.00 .00	.00 .00	1.00 .00	NCK
3800	.00.00.0		.00 .00	.00 .00	.00 1.00	TNK

3801	4	
3802	** ** CHNGOFOWN : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY	
3803		
3804	** (NON-I/M AREAS ONLY)	
3805	** 1 00 1 00 1 00 1 00 EVAP/PCV	
3806		c)
3807		3)
3808		
3809		
3810		
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3817		s)
3818		3)
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3829		3)
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3839		ENT)
3840		,
3841		
3842		
3843	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
3844	00 00 00 00 00 100 00 00 00 00 00 00 CAT/NCK	
3845 3846	_00_00_00_00_00_00_100_00_00_00_00_00_00	
3847	00 00 00 00 00 00 00 00 00 00 00 00 EGR	
	00 00 00 00 00 00 00 00 100 100 00 00 CAT	
3848 3849	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00	
3850	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
1010		

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3852	••
3853	**
3854	•• CHNG-OF-OWN : INSPECT CATALYST & FUEL INLET (AND PLUMBTESMO)
3855	
3856	1.00 1.00 1.00 1.00 EVAP/PCV
3857	0.54 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
3858	.00 0.64 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
	.00 .00 0.64 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/TNK
3859	.00 .00 0.04 .00 .00 .00 .00 .00 .00 .00
3860	
3861	
3862	
3863	
3864	0.46 0.36 0.36 0.36 0.36 .00 .00 1.00 .00 .00 .00 AIR
3865	.00 .00 .00 .00 .00 .00 .00 .00 0.54 .00 .00 CAT
3866	.00 .00 .00 .00 .00 0.10 .00 .00 .00 0.64 .00 NCK
3867	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00
3868	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3869	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3870	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3871	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3872	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
3873	00 00 00 00 00 1.00 00 00 00 00 00 CAT/NCK
3874	00 00 00 00 00 00 1.00 00 00 00 00 CAT/TNK
3875	00 00 00 00 00 00 .00 1.00 .00 .00 EGR
3876	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3877	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3878	00 00 00 00 00 00 00 00 00 00 1.00 TNK
3879	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3880	.00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/TNK
3881	
3882	
3883	
3884	
3885	
3886	0.95 0.85 0.85 0.85 0.85 .00 .00 1.00 .00 .00 .00 AIR
3887	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3888	.00 .00 .00 .00 0.00 0.10 .00 .00 .00 0.15 .00 NCK
3889	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00
3890	1.00.00.00.00.00.00.00.00.00.00.00.00 EGR/CAT (SUBSEQUENT)
3891	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
3892	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/TNK
3893	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3894	.00 .00 .00 .00 1.00 .00 00 .00 .00 .00
3895	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3896	00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
3897	. 60 . 60 . 60 . 60 . 60 . 60 . 60 . 60
3898	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
3899	00 00 00 00 00 00 00 00 00 1 00 NCK
3900	00 00 00 00 00 00 00 00 00 1.00 TNK
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7001	4
3901 3902	7 **
3903	**
3904	** CHNG-OF-OWN : INSPECT AIR PUMP, CATALYST & FUEL INLET (AND PLUMBTESMO)
3905	
3906	1.00 1.00 1.00 EVAP/PCV
3907	0.54 00 00 00 00 00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
3908	.00 0.64 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
3909	.00 .00 0.64 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
3910	.00 .00 .00 0.54 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
3911	.00 .00 .00 .00 0.54 .00 .00 .00 .00 .00 AIR/CAT/TNK
3912	.00 .00 .00 .00 .00 0.54 .00 .00 .00 .00 .00 CAT/NCK
3913	.00 .00 .00 .00 .00 .00 .54 .00 .00 .00 .00 .00 CAT/TNK
3914	0.12 0.02 0.02 0.02 0.02 .00 .00 0.66 .00 .00 .00 AIR
3915	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3916	.00 .00 .00 .00 .00 0.10 .00 .00 .00 0.64 .00 NCK
3917	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00
3918	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3919	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3920	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3921	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3922	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
3923	
3924	
3925	
3926	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3927 3928	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
3929	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
3930	.00 0.15 .00 0.10 .00 .00 .00 .00 .00 .00 AIR/NCK
3931	.00 .00 0.15 .00 0.10 .00 .00 .00 .00 .00 AIR/TNK
3932	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3933	00 00 00 00 00 00 00 00 00 00 AIR/CAT/TNK
3934	00 00 00 00 00 0.05 .00 .00 00 00 00 CAT/NCK
3935	.00 .00 .00 .00 .00 .05 .00 .00 .00 .00
3936	0.25 0.15 0.15 0.15 0.15 .00 .00 0.30 .00 .00 .00 AIR
3937	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3938	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
3939	.00 .00 .00 .00 .00 .00 0.10 .00 .00 .00
3940	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3941	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3942	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3943	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3944	.00 .00 .00 1.00 .00 .00 .00 00 00 EGR/CAT/TNK
3945	.00 .00 .00 .00 1.00 .00 00 .00 .00 .00
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3948	
3949 3050	
3950	,00,00,00,00,00,00,00,00,00,00,00,00,00

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39 52	••
3953	** CHNG-OF-OWN : INSPECT CATALYST & FUEL INLET ONLY
3954	•• (I/M AREAS ONLY)
3955	**
3956	1.00 1.00 1.00 1.00 EVAP/PCV
3957	0.54 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
3958	.00 0.84 .00 0.18 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
3959	
3960	
3961	
3962	.00 .00 .00 .00 .00 0.54 .00 .00 .00 .00 .00 CAT/NCK
3963	.00 .00 .00 .00 .00 .00 0.54 .00 .00 .00 .00 CAT/TNK
3964	0.46 0.16 .00 0.28 .00 .00 .00 1.00 .00 .00 .00 AIR
3965	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
396 6	.00 .00 .00 .00 .00 0.18 .00 .00 .00 0.84 .00 NCK
3967	.00 .00 .00 .00 .00 .00 .46 .00 .00 .00 1.00 TNK
3968	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3969	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
3970	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3971	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3972	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
3973	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
3974	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
3975	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
3976	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3977	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
3978	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
3979	
3980	
3981	
3982	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
3983	.00 .00 00 .00 0.05 .00 .00 .00 .00 .00
3984	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
398 5	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
3986	0.95 0.70 .00 0.70 .00 .00 .00 1.00 .00 .00 .00 AIR
3987	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3988	00 00 00 00 00 0.25 00 00 .00 0.30 00 NCK
3989	.00 .00 .00 .00 .00 .00 .95 .00 .00 .00 1.00 TNK
399 0	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
39 9 1	.00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
39 92	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
3993	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
3994	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
3995	00 00 00 00 1.00 00 00 00 00 CAT/NCK
3996	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
3997	00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
3998	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
3999	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4000	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

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4001	T
4002	• •
4003	•• CHNG-OFOWN : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY
4004	• (I/M AREAS ONLY)
4005	
4006	1.00 1.00 1.00 EVAP/PCV
4007	0.54 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
4008	.00 0.66 .00 0.12 .00 .00 .00 .00 .00 .00 AIR/NCK
4009	.00 .00 0.66 .00 0.12 .00 .00 .00 .00 .00 AIR/TNK
4010	00 .00 .00 0.54 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4011	00 00 00 00 0.54 00 .00 .00 .00 .00 AIR/CAT/TNK
4012	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4013	00 .00 .00 .00 .00 .00 0.54 .00 .00 .00 .00 CAT/TNK
4014	0.12 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR
4015	.00 .00 .00 .00 .00 .00 .00 .00 0.54 .00 .00 CAT
4016	00 0.18 .00 0.06 .00 0.18 .00 .00 .00 .84 .00 NCK
4017	00 .00 0.34 .00 0.34 .00 0.46 .00 .00 .00 1.00 TNK
4018	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4019	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4020	00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4021	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4022	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4023	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4024	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4025	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4025	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4027	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4028	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4029	0.05 .00 .00 .00 .00 .00 .00 .00 .00 .00
4030	.00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
4031	.00 .00 0.30 .00 0.25 .00 .00 .00 .00 .00 .00 AIR/TNK
4032	.00 .00 .00 0.05 .00 .00 .00 .00 .00 .00
4033	.00 .00 .00 .00 0.05 .00 .00 .00 .00 .00
4033	.00 .00 .00 .00 .00 0.05 .00 .00 .00 .00
	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
4035 4036	0.25 .00 .00 .00 .00 .00 00 0.30 .00 .00 .00
	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4 0 37 4038	.00 .00 .00 .00 .00 0.25 .00 .00 .00 0.30 .00 NCK
4038	.00 .00 0.70 .00 0.70 .00 0.95 .00 .00 .00 1.00 TNK
4039	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
-	
4041	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4042 4 04 3	00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4044	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4045	_00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4046 4047	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
-	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
4048 4049	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4049 4050	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
7000	

+0.01	7	
4052	**	
4053	**	
4054	** 1% AUDIT : INSPECT AIR PUMP ONLY	
4055	**	
4056	1.00 1.00 1.00 1.00 EVAP/PCV	
4057		EVIOUS)
4058	.00 0.97 .00 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
4059	.00 .00 0.97 .00 .00 .00 .00 .00 .00 .00 AIR/TNK	
4060	.00 .00 .00 0.97 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK	
4061	.00 .00 .00 .00 0.97 .00 .00 .00 .00 .00 AIR/CAT/TNK	
4062	.00 .00 .00 0.03 .00 1.00 .00 .00 .00 .00 CAT/NCK	
4063	.00 .00 .00 .00 0.03 .00 1.00 .00 .00 .00 .00 CAT/TNK .00 .00 .00 .00 .00 .00 .00 0.97 .00 .00 .00 AIR	
4064		
4065		
4066	.00 0.03 .00 .00 .00 .00 .00 .00 .00 1.00 .00 NCK .00 .00 0.03 .00 .00 .00 .00 .00 .00 .00	
4067		EVIOUS)
4068 4069	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
4009	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
4071	00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
4072	00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
4073	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	•
4074	00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
4075	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR	
4076	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4077	00 00 00 00 00 00 00 00 00 00 00 NCK	
4078	00 00 00 00 00 00 00 00 00 00 1.00 TNK	
4079	0.82 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SU	JBSEQUENT)
4080	.00 0.82 .00 .00 .00 .00 .00 .00 .00 .00 AIR/NCK	
4081	.00 .00 0.82 .00 .00 .00 .00 .00 .00 .00 AIR/TNK	
4082	00 00 00 0.82 00 00 00 00 00 00 00 AIR/CAT/NCK	
4083	00 .00 .00 .00 0.82 .00 .00 .00 .00 .00 AIR/CAT/TNK	
4084	.00 .00 .00 0.18 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK	
4085	.00 .00 .00 .00 0.18 .00 1.00 .00 .00 .00 CAT/TNK	
4086	.00.00.00.00.00.00.00.00.00.00.00.00.00	
4087	0.18 .00 .00 .00 .00 .00 .00 .00 .00 .00 CAT	
4088	.00 0.18 .00 .00 .00 .00 .00 .00 1.00 .00 NCK	
4089	.00 .00 0.18 .00 .00 .00 .00 .00 .00 1.00 TNK 1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	JBSEQUENT)
4090		BSLOULINT)
4091		
4092		
4093		
4094		
4095		
4096		
4097	00 00 00 00 00 00 00 00 00 00 00 00 00	
4098 4099	00 00 00 00 00 00 00 00 00 00 00 00 00	
	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
4100		

4101	4
4102	**
4103	
4104	** 1% AUDIT : INSPECT CATALYST ONLY
4105	** 1 00 1 00 1 00 1 00 EVAP/PCV
4106	
4107	
4108	
4109	
4110	
4111	
4112	
4113	.00 .00 .00 .00 .00 0.96 .00 .00 .00 .00 CAT/TNK
4114	0.04 .00 .00. 00. 00. 00. 00. 00. 00. 00
4115	
4116	.00 .00 .00 .00 .00 0.04 .00 .00 .00 1.00 .00 NCK
4117	.00 .00 .00 .00 .00 .00 0.04 .00 .00 1.00 TNK
4118	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4119	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4120	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4121	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4122	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4123	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4124	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4125	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
4126	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4127	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4128	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
4129	0.76 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
4130	.00 1.00 .00 0.24 .00 .00 .00 .00 .00 .00 AIR/NCK 00 .00 1.00 .00 0.24 .00 .00 .00 .00 .00 .00 AIR/TNK
4131	
4132	.00 .00 .00 0.76 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4133	.00 .00 .00 0.00 0.76 .00 .00 .00 .00 .00 .00 AIR/CAT/TNK
4134	.00 .00 .00 .00 .00 0.76 .00 .00 .00 .00 .00 CAT/NCK
4135	.00 .00 .00 .00 .00 0.76 .00 .00 .00 .00 CAT/TNK
4136	0.24 .00 .00 .00 .00 .00 1.00 .00 .00 .00 AIR
4137	.00 .00 .00 .00 .00 .00 .00 0.76 .00 .00 CAT
4138	.00 .00 .00 .00 0.24 .00 .00 .00 1.00 .00 NCK
4139	.00 .00 .00 .00 .00 .00 0.24 .00 .00 .00 1.00 TNK
41 40	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4141	.00 1.00 00 .00 .00 .00 .00 .00 .00 .00
4142	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4143	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4144	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4145	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4146	00 00 00 00 00 00 1.00 00 00 00 00 CAT/TNK
4147	
4148	.00.00.00.00.00.00.00.00.00.00.00.00.00
4149	
4150	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00

4151	4
4152	**
4153	**
4154	** 1% AUDIT : INSPECT AIR PUMP & CATALYST ONLY
4155	**
4156	1.00 1.00 1.00 1.00 EVAP/PCV
4157	0.96 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
4158	.00 0.97 .00 0.01 .00 .00 .00 .00 .00 .00 AIR/NCK
4159	.00 .00 0.97 .00 0.01 .00 .00 .00 .00 .00 AIR/TNK
4160	.00 .00 .00 .06 .00 .00 .00 .00 .00 .00
4161	.00 .00 .00 .00 0.96 .00 .00 .00 .00 .00 AIR/CAT/TNK
4162	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4163	.00 .00 .00 .00 .00 .00 .96 .00 .00 .00 .00 .00 CAT/TNK
4164	0.01 .00 .00 .00 .00 .00 0.97 .00 .00 AIR
4165	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4166	.00 0.03 .00 0.03 .00 0.04 .00 .00 .00 1.00 .00 NCK
4167	.00 .00 0.03 .00 0.03 .00 0.04 .00 .00 .00 1.00 TNK
4168	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4169	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4170	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4171	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4172	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4173	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
4174	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4175	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4176	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
4177	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4178	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
4179	0.76 00 00 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS)
4180	.00 0.82 .00 0.06 .00 .00 .00 .00 .00 .00 AIR/NCK
4181	00 00 0.82 00 0.06 00 .00 .00 .00 .00 AIR/TNK
4182	.00 .00 .00 0.76 .0 0 .00 .00 .00 .00 .00 AIR/CAT/NC K
4183	00 00 00 00 0.75 00 00 00 00 00 AIR/CAT/TNK
4184	00 00 00 00 00 076 00 00 00 00 00 CAT/NCK
4185	00 00 00 00 00 00 00 00 00 00 00 CAT/TNK
4186	0.06.00.00.00.00.00.000.82.00.00.00 AIR
4187	. 00 .00 .00 .00 .00 .00 00 0.76 .00 .00 CAT
4188	00 0 18 00 0 18 00 0 24 00 00 00 1 00 NCK
4189	.00 .00 0.18 .00 0.18 .00 0.24 .00 .00 .00 1.00 TNK
4190	1.00 .00 .00 00 00 .00 .00 .00 .00 .00 EGR/CAT (SUBSEQUENT)
4191	00 1 00 .00 .00 .00 .00 .00 .00 00 00 EGR/NCK
4192	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4193	00 .00 1 00 .00 00 00 00 00 00 00 EGR/CAT/NCK
4194	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
4195	00 00 00 00 1 00 00 00 00 00 00 CAT/NCK
4196	-000000_00_00_00_1.00_00_00_00_00_CAT/TNK
4197	
4198	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4199	.00 00 .00 .00 .00 .00 .00 .00 1.00 .00
4200	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
.200	

4004		
4201 4202	4	
4202	** 1% AUDIT : INSPECT CATALYST & FUEL INLET ONLY	
4203	** (NON-I/M AREAS ONLY)	
4205	**	
4205	1.00 1.00 1.00 1.00 EVAP/PCV	
4200	0.96 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	
4208	00 0.99 00 0.03 00 .00 .00 .00 .00 .00 AIR/NCK	
4209	.00 00 1.00 .00 0.04 .00 .00 .00 .00 .00 AIR/TNK	
4210	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
4211	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
4212	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
4213	.00 .00 .00 .00 .00 .00 .06 .00 .00 .00	
4214	0.04 0.01 .00 0.01 .00 .00 .00 .00 .00 AIR	
4215	AT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00	
4216	.00 .00 .00 .00 .00 .03 .00 .00 .00 .00	
4217	.00 .00 .00 .00 .00 .00 0.04 .00 .00 .00	
4218	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4219	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
4220	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/TNK	
4221	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00	
4222	00 00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK	
4223	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4224	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
4225	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
4226	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4227	.00 00 .00 .00 .00 .00 .00 .00 1.00 .00	
4228	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	、
4229	0.76 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0)
4230	.00 0.92 .00 0.16 .00 .00 .00 .00 .00 .00 AIR/NCK	
4231	.00 .00 1.00 .00 0.24 00 .00 .00 .00 .00 .00 AIR/TNK	
4232	.00 .00 .00 0.76 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK 	
4233		
4234		
4235		
4236		
4237 4238 r		
4200		
4239)
4240	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	<i>'</i>
4241	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
4242 4243	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
4243	.00 .00 .00 .00 1.00 .00 00 00 .00 .00 .	
4245	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
4246	-00-00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/TNK	
4247	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR	
4248	00 00 00 00 00 00 00 00 00 00 CAT	
4249	.00 .00 .00 .00 .00 .00 .00 00 1.00 00 NCK	
4250	00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	

4251	4
4252	**
4253	** 1% AUDIT : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY
4254	** (NON-I/M AREAS ONLY)
4255	
4256	1.00 1.00 1.00 1.00 EVAP/PCV
4257	0.96 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
4258	.00 0.97 .00 0.01 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
4259	.00 .00 0.97 .00 0.01 .00 .00 .00 .00 .00 AIR/TNK
4260	.00 .00 .00 0.96 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4261	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4262	.00 .00 .00 .00 .00 0.95 .00 .00 .00 .00 .00 CAT/NCK
4263	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4264	0.01 .00 .00 .00 .00 .00 .00 .00 .00 .00
4265	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4266	.00 0.02 .00 0.02 .00 0.03 .00 .00 .00 0.99 .00 NCK
4267	.00 .00 0.03 .00 0.03 .00 0.04 .00 .00 .00 1.00 TNK
4268	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4269	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4270	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4271	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4272	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4273	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4274	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4275	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4276	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4277	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
4278	00 00 00 00 00 00 00 00 00 00 100 TNK
4279	0.76 .00 00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
4 28 0	.00 0.82 .00 0.06 .00 .00 .00 .00 .00 AIR/NCK
4281	.00 .00 0.82 .00 0.06 .00 .00 .00 .00 .00 AIR/TNK
4282	.00 .00 0.76 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4283	.00 .00 .00 .00 0.76 .00 .00 .00 .00 .00 AIR/CAT/TNK
4284	.00 .00 00 .00 0.00 0.76 .00 .00 .00 .00 CAT/NCK
4285	.00 .00 .00 .00 00 .0 0 0.76 . 00 .00 .00 .00 CAT/TNK
4286	0.06 .00 .00 .00 .00 .00 0.82 .00 .00 AIR
4287	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4288 🖌	.00 0.10 .00 0.10 .00 0.16 .00 .00 00 0.92 .00 NCK
4289	.00 .00 0.18 .00 0.18 .00 0.24 .00 .00 .00 1.00 TNK
4290	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4291	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4292	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4293	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4294	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4295	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
429 6	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4297	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
4298	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4299	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4300	.00 .00 .00 .0 0 .00 .00 .00 .00 .00 1 .00 TNK

4301	4	
4302	**	
4303	**	
4304	** 1% AUDIT : INSPECT CATALYST & FUEL INLET (AND PLUME	(TESMO)
4305	**	
4306	1.00 1.00 1.00 1.00	EVAP/PCV
4307	0. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
4308	.00 0.97 .00 0.01 .00 .00 .00 .00 .00 .00 .00	
4309	.00 .00 0.97 .00 0.01 .00 .00 .00 .00 .00 .00	
4310	90. 00. 00. 00. 00. 00. 00. 3 0.0 00. 00. 00 .	
4311	00. 00. 00. 00. 00. 00. 30.0 00. 00. 00.	
4312	00. 00. 00. 00. 00. 30.0 00. 00. 00. 00.	
4313	00. 00. 00. 00. 30.00. 00. 00. 00. 00. 0	
4314	0.04 0.03 0.03 0.03 0.03 .00 .00 1.00 .00 .00 .00	
4315	00. 00. 30.0 00. 00. 00. 00. 00. 00. 00.	
4316	.00 .00 .00 .00 .00 0.01 .00 .00 .00 .00	
4317	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4318	1.00.00.00.00.00.00.00.00.00.00.00.00.00	EGR/CAT (PREVIOUS)
4319	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4320	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4321	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	
4322	00. 00. 00. 00. 00. 00. 00. 1 00. 00. 00	· . ·
4323	00. 00. 00. 00. 00. 00. 1 00. 00. 00. 00	
4324	.00.00.00.00.00.00.00.00.00.00.00.00	
4325	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4326	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4327	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4328	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4329	0.76 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	
4330	.00 0.79 .00 0.03 .00 .00 .00 .00 .00 .00 .00	- /
4331	.00 .00 0.79 .00 0.03 .00 .00 .00 .00 .00 .00	
4332	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4333	.00 .00 .00 .00 .76 .00 .00 .00 .00 .00 .00	
4334	.00 .00 .00 .00 .00 0.75 .00 .00 .00 .00 .00	
4335	.00 .00 .00 .00 .00 .00 0.76 .00 .00 .00	
4336	0.24 0.21 0.21 0.21 0.21 .00 .00 1.00 .00 .00 .00	
4337	.00 .00 .00 .00 .00 .00 .00 .00 0.76 .00 .00	-
4338	.00 .00 .00 .00 .00 0.03 .00 .00 .00 0.79 .00	
4339	.00 .00 .00 .00 .00 .00 0.03 .00 .00 .00	
4340	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4341	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
4342	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	
4343	00 00 00 00 00 00 00 00 00 00 00 00 00	
4344		• . •
4345		
4346		
4347		
4348		
4349		
435 0	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	· · · · · · · ·

4761	
4351 4352	4
4352	**
4354	•• 1% AUDIT : INSPECT AIR PUMP, CATALYST & FUEL INLET (AND PLUMBTESMO)
4355	
4356	1.00 1.00 1.00 1.00 EVAP/PCV
4357	0.96 00 00 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS)
4358	00 0 97 00 0 01 00 00 .00 .00 .00 .00 AIR/NCK
4359	.00 .00 97 .00 0.01 .00 .00 .00 .00 .00 AIR/TNK
4360	00 00 00 00 00 00 00 00 00 00 00 AIR/CAT/NCK
4361	00 00 00 0 0 0 0 00 00 00 00 00 00 00 0
4362	00 00 00 00 00 00 00 00 00 00 00 00 00
4363	.00 .00 .00 .00 .00 .00 .096 .00 .00 .00 .00 .00 CAT/TNK
4364	0.01 .00 .00 .00 .00 .00 .00 0.97 .00 .00 .00 AIR
4365	CAT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4366	.00 .00 .00 .00 .00 0.01 .00 .00 .00 0.97 .00 NCK
4367	.00 .00 .00 .00 .00 0.01 .00 .00 .00 0.97 TNK
4368	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4369	.00 1 .00 .00 .00 .00 .00 .00 .00 .00 .0
4370	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4371	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4372	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
4373	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
4374	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4375	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4376	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4377	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
4378	
4379	
4380	
4381	
4382	.00 .00 .00 0.76 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK .00 .00 .00 0.076 .00 .00 .00 .00 .00 .00 AIR/CAT/TNK
4383 4384	.00 .00 .00 .00 .00 0.76 .00 .00 .00 .00 .00 CAT/NCK
4385	.00 .00 .00 .00 .00 .00 0.76 .00 .00 .00 .00 CAT/TNK
4386	0.06 0.03 0.03 0.03 0.03 .00 .00 .00 0.82 .00 .00 .00 AIR
4387	00 00 00 00 00 00 00 00 00 00 00 00 00
4388	00 00 00 00 00 0.03 00 00 00 0.79 .00 NCK
4389	.00 .00 .00 .00 .00 .00 0.03 .00 .00 .00
4390	1.00 00 00 00 00 00 00 00 .00 .00 .00 EGR/CAT (SUBSEQUENT
4391	00 1 00 00 00 00 00 00 00 00 00 00 EGR/NCK
4392	00 00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/TNK
4393	.00 00 .00 1.00 .00 .00 .00 .00 .00 .00
4394	.00 00 .00 .00 1.00 00 .00 .00 .00 .00 EGR/CAT/TNK
4395	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
4396	••••••••••••••••••••••••••••••••••••••
4397	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4398	.00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT
4399	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4400	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

4401	4
4401	*
4403	** 1% AUDIT : INSPECT CATALYST & FUEL INLET ONLY
4404	** (I/M AREAS ONLY)
4405	
4406	1.00 1.00 1.00 1.00 EVAP/PCV
4407	0.96 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
4408	.00 0.99 .00 0.02 .00 .00 .00 .00 .00 .00 AIR/NCK
4409	00 00 1.00 00 0.04 00 00 00 00 .00 AIR/TNK
4410	00 00 00 0.95 00 00 00 00 00 00 AIR/CAT/NCK
4411	00 00 00 00 0.95 00 00 00 00 00 AIR/CAT/TNK
4412	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4413	00 00 00 00 00 00 00 00 00 00 00 00 00
4414	0.04 0.01 .00 0.02 .00 .00 .00 .00 .00 .00 .00 AIR
4415	AT 00. 00. 20. 20. 00. 00. 00. 00. 00. 00.
4416	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4417	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4418	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4419	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4420	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4421	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
4422	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
4423	.00.00.00.00.00.00.00.00.00.00.00.00.00
4424	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
4425	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4426	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4427	.00.00.00.00.00.00.00.00.00.00.00.00.00
4428	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
4429	0.76 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
4430	.00 0.82 .00 0.06 .00 .00 .00 .00 .00 .00 AIR/NCK
4431	.00 .00 1.00 .00 0.24 .00 .00 .00 .00 .00 AIR/TNK
4432	.00 .00 .00 0 76 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4433	.00 .00 .00 0.76 .00 .00 .00 .00 .00 AIR/CAT/TNK
4434	.00 00 .00 .00 00 0.76 .00 .00 .00 .00 CAT/NCK
4435	.00 .00 .00 .00 .00 .00 0.76 .00 .00 .00 .00 CAT/TNK
4436	0.24 0.18 .00 0.18 .00 .00 00 1.00 00 .00 .00 AIR
4437	
4438	.00 .00 .00 .00 .00 0.06 .00 00 .00 0.82 .00 NCK
4439	.00 .00 .00 .00 .00 .00 0.24 .00 00 .00 1.00 TNK 1.00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/CAT (SUBSEQUENT)
4440	
4441	
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4444	.00 .00 .00 1.00 .00 .00 .00 00 .00 .00
4445	
4446	00_00_00_00.00.00.001.00.00.00.00.00 CAT/TNK .00_00_00_00.00.00.001.00.00.00.00.00 EGR
4447 4448	.00.00.00.00.00.00.00.00.00.00.00.00.00
4449	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4449	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4400	

4451	4
4452	**
4453	** 1% AUDIT : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY
4454	•• (I/M AREAS ONLY)
4455	••
4456	1.00 1.00 1.00 1.00 EVAP/PCV
4457	0.96 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
4458	.00 0.97 .00 0.01 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
4459	.00 .00 0.97 .00 0.01 .00 .00 .00 .00 .00 .00 AIR/TNK
4460	.00 .00 .00 0.96 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4461	.00 .00 .00 .00 0.96 .00 .00 .00 .00 .00 AIR/CAT/TNK
4462	00 00 00 00 00 0.96 00 00 00 00 00 CAT/NCK
4463	.00 .00 .00 .00 .00 .00 0.96 .00 .00 .00 .00 CAT/TNK
4464	0.01 .00 .00 .00 .00 .00 0.97 .00 .00 .00 AIR
4465	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4466	
4467	.00 .00 0.03 .00 0.03 .00 0.04 .00 .00 .00 1.00 TNK
4468	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4469	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4470	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4471	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4472	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4473	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4474	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4475	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
4476	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4477	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4478	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
1479	0.75 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
480	.00 0.82 .00 0.06 .00 .00 .00 .00 .00 .00 AIR/NCK
4481	.00 .00 0.82 .00 0.06 .00 .00 .00 .00 .00 .00 AIR/TNK
4482	.00 .00 .00 0.76 .00 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4483	.00 .00 .00 .00 0.75 .00 .00 .00 .00 .00 AIR/CAT/TNK
4484	.00 00 .00 .00 0.75 00 .00 .00 .00 .00 CAT/NCK
4485	.00 .00 .00 .00 .00 .00 0.76 .00 .00 .00 .00 CAT/TNK
486	0.06 .00 .00 .00 .00 .00 0.82 .00 .00 .00 AIR
4487	00 00 .00 .00 .00 .00 00 .00 0.76 .00 .00 CAT
4488	.00 .00 .00 .00 .00 0.06 .00 .00 .00 0.82 .00 NCK
4489	.00 .00 0.18 .00 0.18 .00 0.24 .00 .00 .00 1.00 TNK
4490	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4491	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4492	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4493	
4494	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4495	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4496	00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4497	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
4498	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4499	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4500	00, 00, 00, 00, 00, 00, 00, 00, 00, 00,

4501	4
4502	••
4503	**
4504	** 2% AUDIT : INSPECT AIR PUMP ONLY
4505	** 1 00 1 00 1 00 1 00 EVAP/PCV
4506	
4507	
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4543	
4544	00 .00 .00 .00 1.00 .00 .00 .00 00 .00 EGR/CAT/TNN 00 .00 .00 .00 .00 1.00 .00 .00 00 .00 CAT/NCK
4545	.00 .00 .00 .00 .00 .00 1.00 .00 00 .00 .
4546	
4547	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4548	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4549	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
455 0	

4881	
4551	4
4552	**
4553 4554	
4555 4556	** 1.00 1.00 1.00 1.00 EVAP/PCV
	0.93 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
4557 4558	.00 1.00 .00 0.07 .00 .00 .00 .00 .00 .00 .00
	.00 .00 1.00 .00 0.07 .00 .00 .00 .00 .00 .00 AIR/TNK
4559 4560	.00 .00 .00 0.93 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4561	.00 .00 .00 0.00 0.93 .00 .00 .00 .00 .00 .00 AIR/CAT/INK
4562	.00 .00 .00 .00 .00 0.93 .00 .00 .00 .00 .00 .00 CAT/NCK
4563	.00 .00 .00 .00 .00 .00 0.93 .00 .00 .00 .00 .00 CAT/TNK
4564	0.07 .00 .00 .00 .00 .00 .00 1.00 .00 .00 .0
	.00 .00 .00 .00 .00 .00 .00 .00 .00 0.93 .00 .00 CAT
4565	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4566	.00 .00 .00 .00 .00 .00 0.07 .00 .00 .00
4567	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4568	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4569 4570	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4570	.00 .00 .00 1.00 .00 00 .00 .00 .00 .00
4572	.00 00 00 1.00 00 .00 .00 .00 .00 .00 EGR/CAT/TNK
4573	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4574	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4575	.00 .00 00 .00 .00 00 .00 1.00 .00 .00 .
4576	00 00 .00 .00 .00 .00 .00 .00 1.00 .00 .
4577	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4578	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
4579	0.67 00 00 00 00 00 00 00 00 00 00 AIR/CAT (SUBSEQUENT)
4580	.00 1.00 00 0.33 .00 00 .00 .00 .00 .00 AIR/NCK
4581	.00 .00 1.00 .00 0.33 .00 .00 .00 .00 .00 AIR/TNK
4582	00 00 0.07 00 00 00 00 00 00 00 AIR/CAT/NCK
4583	.00 .00 .00 0.07 .00 .00 .00 .00 .00 AIR/CAT/TNK
4584	00 00 00 00 00 0 00 0 00 00 00 00 CAT/NCK
4585	.00 .00 .00 .00 .00 .00 0.57 .00 .00 .00 .00 CAT/TNK
4586	0.33 00 .00 .00 .00 .00 1.00 .00 .00 AIR
4587	.00 .00 .00 .00 .00 .00 .00 0.67 .00 00 CAT
4588	.00 .00 .00 .00 0.033 .00 .00 1.00 .00 NCK
4589	.00 .00 .00 .00 .00 0.33 .00 00 .00 1.00 TNK
4590	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4591	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4592	.00 00 1 00 .00 .00 .00 .00 .00 .00 .00
4593	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4594	.00 00 .00 .00 1.00 .00 .00 .00 .00 .00
4595	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
4596	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4597	.00 00 00 .00 .00 .00 .00 1.00 .00 .00 EGR
4598	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4599	.00 .00 .00 .00 .00 .00 .00 .00 <u>.00 NCK</u>
4600	.00 .00 00 .00 .00 .00 .00 .00 1.00 TNK
4601	4
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4602	
4603	◆◆ ◆◆ 2% AUDIT : INSPECT AIR PUMP & CATALYST ONLY
4604	
4605	** 1.00 1.00 1.00 1.00 EVAP/PCV
4606	0.93 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
4607 4608	.00 0.95 .00 0.02 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
4609	.00 .00 0.95 .00 0.02 .00 .00 .00 .00 .00 .00 AIR/TNK
4610	.00 .00 .00 0.93 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4611	.00 .00 .00 0.03 .00 .00 .00 .00 .00 AIR/CAT/TNK
4612	.00 .00 .00 .00 0.93 .00 .00 .00 .00 CAT/NCK
4613	00 00 00 00 00 00 0.93 00 00 00 00 CAT/TNK
4614	0. 00. 00. 00. 00. 00. 00. 00. 00. 00.
4615	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4616	.00 0.05 .00 0.05 .00 0.07 .00 .00 .00 1.00 .00 NCK
4617	.00 .00 0.05 .00 0.05 .00 0.07 .00 .00 .00 1.00 TNK
4618	1.00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (PREVIOUS)
4619	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4620	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4621	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4622	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
4623	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4624	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4625	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
4626	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4627	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4628	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK 0.67 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
4629	
4630	.00 0.75 .00 0.08 .00 .00 .00 .00 .00 .00 AIR/NCK 00 .00 0.75 .00 0.08 .00 .00 .00 .00 .00 AIR/NK
4631	
4632	
4633 4634	.00 .00 .00 .00 0.67 .00 .00 .00 .00 .00 AIR/CAT/TNK .00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4634 4635	.00 .00 .00 .00 .00 0.67 .00 .00 .00 .00 CAT/TNK
4635	0.08 .00 .00 .00 .00 .00 .00 .00 .00 .00
4636	.00 .00 .00 .00 .00 .00 .00 .00 0.00 0
4638	00 0.25 .00 0.25 .00 0.33 00 .00 .00 1.00 .00 NCK
4639	00 .00 0.25 .00 0.25 .00 0.33 .00 .00 .00 1.00 TNK
4640	1 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)
4641	00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4642	00 00 1.00 00 00 00 00 00 00 00 EGR/TNK
4643	00 00 100 00 00 00 00 00 00 00 EGR/CAT/NCK
4644	00 00 00 1.00 00 00 00 00 00 EGR/CAT/TNK
4645	00 00 00 00 00 1.00 .00 .00 .00 .00 CAT/NCK
4646	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4647	
4648	00 00 00 00 00 00 00 00 00 00 00 00 00
4649	.00 .00 .00 .00 .00 .00 .00 .00 1.00 00 NCK
4650	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK

4651	4						
4652							
4653	** 2%	AUDIT : 1	INSPECT CAT	ALYST & FU	EL INLET O	NLY	
4654			(NON-I/M	AREAS ONL	Y)		
4655							
4656		1.00 1.00					EVAP/PCV
4657	0.93	.00 .00				.00.00	AIR/CAT (PREVIOUS)
1658	.00					.00.00	AIR/NCK
659	. 00	.00 1.00	.00 0.07			.00 .00	AIR/TNK
660	. 00	.00 .00				.00.00	AIR/CAT/NCK
661	. 00	.00 .00				.00.00	AIR/CAT/TNK
662	. 00	.00 .00				.00.00	
663	. 00	.00 .00				.00.00	CAT/TNK
664	0.07					.00.00	AIR
665	. 00	.00 .00				.00.00	CAT
666	. 00	.00 .00					NCK
667	. 00	.00 .00				.00 1.00	
668	1.00	.00 .00				.00.00.	EGR/CAT (PREVIOUS)
669		1.00 .00				.00.00	EGR/NCK
670	. 00	.00 1.00				.00.00	EGR/TNK
671	. 00	.00 .00				.00.00	EGR/CAT/NCK
672	. 00	.00 .00				.00.00	
673	. 00	.00 .00				.00.00	CAT/NCK
674	. 00	.00 .00				.00.00	CAT/TNK
675	. 00	.00.00				.00 .00	EGR
676	. 00	.00.00				.00 .00	CAT
677	. 00	.00.00				1.00 .00	NCK
678	. 00	.00 .00				.00 1.00	
679	0.67	.00.00				.00.00	AIR/CAT (SUBSEQUENT)
680		0.89 .00				.00.00	
681	. 00	.00 1.00				.00.00	AIR/TNK
682	. 00	.00.00				.00.00 .00.00	AIR/CAT/NCK
683	. 00	.00 .00					AIR/CAT/TNK
684	. 00	.00 .00				.00.00 .00.00	
685	.00	.00 .00			.00.00		CAT/TNK
686		0.11 .00				.00.00 .00.00	AIR CAT
687	00	.00 00				0.89 .00	NCK
4688	. 00	.00.00				.00 1.00	TNK
1689	. 00	.00.00				.00 .00	EGR/CAT (SUBSEQUENT)
690	1 00	.00.00				.00 .00	EGR/NCK
691	00 00	1.00 .00 .00 1.00				.00 .00	EGR/TNK
692	.00	.00 1.00				.00 .00	EGR/CAT/NCK
693	. 60	.00.00				.00 .00	EGR/CAT/TNK
1694	. 00	.00 .00				.00 .00	CAT/NCK
4695 4696	. 00	.00 .00				.00 .00	
	.00	.00 00			-	.00 .00	EGR
1697	. 00	.00.00				.00.00	CAT
4698	. 00	.00.00		-			NCK
4699	00 00	.00 .00				.00 1.00	TNK
1700	66	.00.00			.00 .00		1191

4701	4
4702	
4703	** 2% AUDIT : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY
4704	** (NON-I/M AREAS ONLY)
4705	**
4706	1.00 1.00 1.00 1.00 EVAP/PCV
4707	0.93 .00 .00 .00 .00 .00 .00 .00 .00 .00 AlR/CAT (PREVIOUS)
4708	.00 0.95 .00 0.02 .00 .00 .00 .00 .00 .00 AIR/NCK
4709	.00 .00 0.95 .00 0.02 .00 .00 .00 .00 .00 .00 AIR/TNK
4710	.00 .00 .00 0.93 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4711	.00 .00 .00 .00 0.93 .00 .00 .00 .00 .00 AIR/CAT/TNK
4712	.00 .00 .00 .00 .00 0.93 .00 .00 .00 .00 .00 CAT/NCK
4713	.00 .00 .00 .00 .00 0.93 .00 .00 .00 .00 CAT/TNK
4714	0.02 .00 .00 .00 .00 .00 0.95 .00 .00 .00 AIR
4715	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4716	.00 0.04 .00 0.04 .00 0.04 .00 .00 .00 0.99 .00 NCK
4717	.00 .00 0.05 .00 0.05 .00 0.07 .00 .00 .00 1.00 TNK
4718	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4719	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4720	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4721	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4722	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK .
4723	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
4724	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4725	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
4726	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
4727	.00 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
4728	.00 00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
4729	0.67 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
4730	.00 0.75 .00 0.08 .00 .00 .00 .00 .00 .00 AIR/NCK
4731	.00 .00 0.75 .00 0.08 .00 .00 .00 .00 .00 AIR/TNK
4732	.00 .00 .00 0.67 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4733	.00 00 .00 0.67 .00 .00 .00 .00 .00 AIR/CAT/TNK
4734	.00 .00 .00 .00 0.67 .00 .00 .00 .00 .CAT/NCK
4735	00 00 00 00 00 00 0.67 00 00 00 CAT/TNK
4736	0.08 .00 .00 .00 .00 .00 0.75 .00 .00 .00 AIR
4737	. 00 .00 .00 .00 .00 .00 .00 0.67 .00 .00 CAT
4738	.00 0.14 .00 0.14 .00 0.22 .00 .00 .00 0.89 .00 NCK 00 .00 0.25 .00 0.25 .00 0.33 .00 .00 .00 1.00 TNK
4739	
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4750	.00 .00 .00 .00 .00 00 .00 .00 .00 1.00 TNK

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4751	4						
4752	**						
4753	**						
4754	** 2 %	AUDIT : INS	PECT CATALYS	r & Fi	JEL INLET	(AND PLUMBT	(ESMO)
4755	**						
4756		1.00 1.00 1					EVAP/PCV
4757	0.93		.00.00.00		.00 .00	.00 .00	AIR/CAT (PREVIOUS)
4758	. 00		.01 .00 .00		.00 .00	.00 .00	AIR/NCK
4759	.00	.00 0.94	.00 0.01 .04		.00 .00	.00 .00	AIR/TNK
4760	. 00		.93 .00 .00		.00 .00	.00 .00	AIR/CAT/NCK
4761	. 00		.00 0.93 .00		.00 .00	.00.00	AIR/CAT/TNK
4762	. 00		.00 .00 0.93		.00 .00	.00.00	CAT/NCK
4763	. 00	.00.00		0.93	.00 .00	.00 .00	CAT/TNK
4764	0.07	0.06 0.06 0	.06 0.06 .00	.00	1.00 .00	.00.00	AIR
476 5	. 00	.00.00	.00.00.00	00. 0	.00 0.93	.00 .00	CAT
4766	. 00	.00.00	.00 .00 .00	. 00	.00 .00	0.94 .00	NCK
4767	. 00	.00.00	.00 .00 .00	0.01	.00 .00	.00 0.94	TNK
4768	1.00	.00 .00	.00 .00 .00	00. 6	.00 .00	.00 .00	EGR/CAT (PREVIOUS)
4769	. 00	1.00 .00	.00 .00 .00	.00	,00 .00	.00 .00	EGR/NCK
4770	. 00	.00 1.00	.00 .00 .00	00. 6	.00 .00	.00 .00	EGR/TNK
4771	. 00	.00 .00 1	.00 .00 .00	.00	.00 .00	.00 .00	EGR/CAT/NCK
4772	.00	.00 .00	.00 1.00 .00	00.	.00 .00	.00 .00	EGR/CAT/TNK
4773	. 00	.00.00	.00 .00 1.00	.00	.00 .00	.00 .00	CAT/NCK
4774	.00	.00 .00	.00 .00 .00	0 1.00	.00 .00	.00 .00	CAT/TNK
4775	. 00	.00.00	.00 .00 .00	00. 6	1.00 .00	.00.00	EGR
4776	. 00	.00 .00	.00 .00 .00	.00	.00 1.00	.00 .00	CAT
4777	. 00	.00 .00	.00 .00 .00	00. 6	.00 .00	1.00 .00	NCK
4778	. 00	.00.00	.00.00.00	.00	.00 .00	.00 1.00	TNK
4779	0.67	.00.00	.00.00.00	.00	.00 .00	.00 .00	AIR/CAT (SUBSEQUENT)
4780	. 00	0.70 .00 0	.03 .00 .00	.00	.00 .00	.00.00	AIR/NCK
4781	.00	.00 0.70	.00 0.03 .00	. 00	.00 .00	.00 .00	AIR/TNK
4782	. 00	.00 .00 0	.67 .00 .00	.00	.00 .00	.00 .00	AIR/CAT/NCK
4783	. 00	.00.00	. 00 0.67 .00	.00	.00.00	.00.00	AIR/CAT/TNK
4784	. 00	.00 .00	00 00 0.63	.00	.00.00	.00 .00	CAT/NCK
4785	. 00	.00 .00	.00 00 .00	0.67	.00.00	.00 .00	CAT/TNK
4786	0.33	0.30 0.30 0	. 30 0.30 .00	.00	1.00 .00	.00 .00	AIR
4787	• .00	.00 .00	.00 .00 .00	.00	.00 0.67	.00.00	CAT
4788	.00	.00.00	.00 .00 .00.	.00	.00 .00	0.70 .00	NCK
4789	. 0 0	.00.00	00 .00 .00	0.03	.00.00	.00 0.7 0	TNK
4790	1.00	.00.00	.00 .00 .00	00	.00 .00	.00 0 0	EGR/CAT (SUBSEQUENT)
4791	.00	1.00 .00	00 .00 .00	.00	.00.00	.00.00	EGR/NCK
1792	. 0 0	.00 1.00	00 00 .00	.00	.00 .00	.00.00	EGR/TNK
4793	. 00	.00 .00 1	.00 00 .00	.00	.00.00	.00.00	EGR/CAT/NCK
4794	. 00	.00 .00	.00 1.00 .06	. 0 0	.00.00	.00.00	EGR/CAT/TNK
1795	.00	.00 .00	.00 .00 1.00	9 00	.00 .00	.00.00	CAT/NCK
4796	00	.00 .00	00 00 00	0 1.00	.00.00	.00.00	CAT/TNK
4797	.00		.00 .00 .00	.00	1.00 .00	.00.00	EGR
1798	.00		. 00 00 . 00	00 (.00 1.00	.00.00	CAT
4799	. 00		.00 .00 00	9 0 O	.00.00	1.00 .00	NCK
1800	.00	.00 .00	.00 .00 .00	00, (.00 .00	.00 1.00	TNK

4001	7
4802	**
4803	**
4804	** 2% AUDIT : INSPECT AIR PUMP, CATALYST & FUEL INLET (AND PLUMBTESMO)
4805	**
4806	1.00 1.00 1.00 EVAP/PCV
4807	0.93 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
4808	.00 0.94 .00 0.01 .00 .00 .00 .00 .00 AIR/NCK
4809	.00 .00 94 .00 0.01 .00 .00 .00 .00 .00 AIR/TNK
4810	.00 .00 .00 0.93 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4811	.00 .00 .00 .00 0.93 .00 .00 .00 .00 .00 AIR/CAT/TNK
4812	.00 .00 .00 .00 .00 0.93 .00 .00 .00 .00 CAT/NCK
4813	.00 .00 .00 .00 .00 .00 0.93 .00 .00 .00 .00 CAT/TNK
	0.02 0.01 0.01 0.01 0.01 .00 .00 0.95 .00 .00 .00 AIR
4814	.00 .00 .00 .00 .00 .00 .00 .00 0.93 .00 .00 CAT
4815	
4816	
4817	
4818	
4819	
4820	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4821	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
4822	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
4823	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4824	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4825	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
4826	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4827	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
4828	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
4829	0.67 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
4830	.00 0.70 .00 0.03 .00 .00 .00 .00 .00 .00 AIR/NCK
48 31	.00 .00 0.70 .00 0.03 .00 .00 .00 .00 .00 AIR/TNK
4832	.00 .00 .00 0.67 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
48 3 3	.00 .00 .00 .00 0.67 .00 .00 .00 .00 .00 AIR/CAT/TNK
4834	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
835	00 00 .00 .00 .00 00 67 .00 .00 .00 CAT/TNK
4836	0.08 0.05 0.05 0.05 0.05 .00 .00 0.75 .00 .00 .00 AIR
4837	00 00 00 00 00 00 00 00 00 00 00 CAT
4838	00 00 00 00 00 0.03 00 00 00 0.70 00 NCK
4839	00 00 00 00 00 00 00 03 00 00 00 0 TNK
4840	1.00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/CAT (SUBSEQUENT)
4841	.00 1.00 .00 .00 .00 .00 00 .00 .00 EGR/NCK
4842	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4843	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
4844 4845	.00 .00 .00 .00 .00 1.00 .00 00 .00 .00
	_ 00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
4846	
4847	
4848	
4849 4850	.00 .00 .00 .00 .00 .00 .00 .00 1.00 NCK .00 .00 .00 .00 .00 00 00 .00 .00 1.00 TNK

4851			
4852	4		
4853		AUDIT : INSPECT CATALYST & FUEL INLET ONLY	
4854	** 2/*	(I/M AREAS ONLY)	
4855	**		
4856	1.00	1.00 1.00 1.00 EVAP/PCV	
4857	0.93		PREVIOUS)
4858	.00	0.97 .00 0.02 .00 .00 .00 .00 .00 .00 AIR/NCK	,
4859	. 00	.00 1.00 .00 0.07 .00 .00 .00 .00 .00 .00 AIR/TNK	
4860	. 00	.00 .00 0.93 .00 .00 .00 .00 .00 .00 AIR/CAT/NC	
4861	. 00	.00 .00 .00 0.93 .00 .00 .00 .00 .00 AIR/CAT/TM	IK
4862	. 00	.00 00 .00 .00 0.93 .00 .00 .00 .00 .00 CAT/NCK	
4863	. 00	.00 .00 .00 .00 .00 0.93 .00 .00 .00 .00 CAT/TNK	
4864	0.07	0.03 .00 0.05 .00 .00 .00 1.00 .00 .00 .00 AIR	
4865	. 00	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4866	. 00	.00 .00 .00 .00 0.02 .00 .00 .00 0.97 .00 NCK	
4867	. 00	.00 .00 .00 .00 .00 0.07 .00 .00 .00 1.00 TNK	
4868	1.00		(PREVIOUS)
4869	. 00	1.00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK	
4870	. 00	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
4871	. 00	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NC	
4872	. 00	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/Th	K.
4873	. 00	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	
4874	.00	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
4875	. 00	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	
4876	. 00	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00	
4877	. 00	.00 .00 .00 .00 .00 .00 .00 1.00 .00 NCK	
4878	. 00	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	
4879	0.67		(SUBSEQUENT)
4880	. 00	0.75 .00 0.08 .00 .00 .00 .00 .00 .00 .00 AIR/NCK .00 1.00 .00 0.33 .00 .00 .00 .00 .00 .00 AIR/TNK	
4881	. 00		NV.
4882	. 00		
4883	. 00		
4884	. 00		
4885	. 00		
4886	0.33		
4887	. 00	.00 .00 .00 .00 .00 .00 .00 0.67 .00 .00 CAT .00 .00 .00 .00 0.08 .00 .00 .00 0.75 .00 NCK	
4888	. 00 . 0 0	.00 .00 .00 .00 .00 0.00 .00 .00 .00 1.00 TNK	
4889	1.00		(SUBSEQUENT)
4890 4891	.00	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
4892	. 00	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	
4893	.00	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NO	ж
4894	. 00	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TH	
4895	.00	.00 .00 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK	
4896	.00	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/TNK	
4897	.00	00 00 00 00 00 00 1.00 00 00 EGR	
4898	.00	.00 .00 .00 .00 .00 .00 .00 1.00 .00 .00	
4899	.00	.00 .00 .00 .00 .00 .00 .00 1.00 .00 NCK	
4900	. 00	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK	

40.04			
4901 4902	4		
4902		AUDIT : INSPECT AIR PUMP, CATALYST & FUEL INLET ON	LY
4904	** 2/4	(I/M AREAS ONLY)	
4905	**		
4906	1.00	1.00 1.00 1.00	EVAP/PCV
4907	0.93	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	AIR/CAT (PREVIOUS)
4908	.00	0.95 .00 0.02 .00 .00 .00 .00 .00 .00 .00	AIR/NCK
4909	.00	.00 0.95 .00 0.02 .00 .00 .00 .00 .00 .00	AIR/TNK
4910	. 00	.00 .00 0.93 .00 .00 .00 .00 .00 .00 .00	AIR/CAT/NCK
4911	.00	.00 .00 .00 0.93 .00 .00 .00 .00 .00 .00	AIR/CAT/TNK
4912	. 00	.00 .00 .00 .00 0.93 .00 .00 .00 .00 .00	CAT/NCK
4913	. 00	.00 .00 .00 .00 .00 0.93 .00 .00 .00 .00	CAT/TNK
4914	0.02	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR
4915	. 00	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
4916	. 00	0.02 .00 .00 .00 0.02 .00 .00 .00 0.97 .00	NCK
4917	. 00	.00 0.05 .00 0.05 .00 0.07 .00 .00 .00 1.00	TNK
4918	1.00	00. 00. 00. 00. 00. 00. 00. 00. 00.	EGR/CAT (PREVIOUS)
4919	. 00	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/NCK
4920	. 00	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/TNK
4921	. 00	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT/NCK
4922	. 00	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT/TNK
4923	. 00	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00	CAT/NCK
4924	. 00	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00	
4925	. 00	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00	EGR
4926	. 00	.00 .00 .00 .00 .00 .00 1.00 .00 .00	CAT
4927	. 00	.00 .00 .00 .00 .00 .00 .00 1.00 .00	NCK
4928	.00	.00 .00 .00 .00 .00 .00 .00 .00 1.00	TNK AIR/CAT (PREVIOUS)
4929	0.67	00.00.00.00.00.00.00.00.00.00.00.00.00.	AIR/NCK
4930	. 00	0.75 .00 0.08 .00 .00 .00 .00 .00 .00 .00 00 0 75 00 0 08 .00 .00 .00 .00 .00 .00	AIR/INC
4931	. 00		AIR/CAT/NCK
4932	. 00		AIR/CAT/TNK
4933	.00		CAT/NCK
4934	. 00		CAT/TNK
4935	. 00	.00 .00 .00 .00 .00 0.67 .00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR
4936	0.08 00	00 00 00 00 00 00 00 00 00 00 00	CAT
4937		00 00 00 00 08 00 00 00 0.75 00	NCK
4938	. 00 . 00	.00 0.25 .00 0.25 .00 0.33 .00 .00 1.00	TNK
4939 4940	1.00	00 00 00 00 00 00 00 00 00 00 00	EGR/CAT (SUBSEQUENT)
4940	.00	1.00 00 00 00 00 00 00 00 00 00	EGR/NCK
4942	.00	00 1.00 .00 .00 .00 .00 .00 00 00 00	EGR/TNK
4942	. 00	00 00 1.00 00 00 00 00 00 00 00	EGR/CAT/NCK
4944	.00	.00 .00 .00 1.00 .00 00 .00 00 00 00	EGR/CAT/TNK
4945	.00	.00 .00 .00 1.00 00 .00 .00 00 .00	CAT/NCK
4946	00		CAT/TNK
4947	. 00	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR
4948	. 00	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
4949	.00	.00 .00 .00 .00 .00 .00 .00 1.00 .00	NCK
4950	. 00	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	TNK
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4951	4
4952	**
4953	** ** 5% AUDIT : INSPECT AIR PUMP ONLY
4954	
4955	** 1.00 1.00 1.00 1.00 EVAP/PCV
4956	
4957	0.87 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
4958	.00 .00 0.87 .00 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
4959 4960	.00 .00 .00 0.87 .00 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4961	.00 .00 .00 .00 0.87 .00 .00 .00 .00 .00 .00 AIR/CAT/TNK
4962	.00 .00 .00 0.13 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
4963	.00 .00 .00 .00 0.13 .00 1.00 .00 .00 .00 .00 CAT/TNK
4964	.00 .00 .00 .00 .00 .00 .00 0.87 .00 .00 .00 AIR
4965	0,13 .00 .00 .00 .00 .00 .00 .00 1.00 .00 .0
4966	.00 0.13 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
4967	.00 .00 0.13 .00 .00 .00 .00 .00 .00 1.00 TNK
4968	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
4969	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
4970	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4971	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
4972	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
4973	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4974	00. 00 . 00 . 00 . 00 . 00 . 00 . 00 .
4975	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4976	AT 00. 00. 00. 00. 00. 00. 00. 00. 00. 00
4977	. 00. 00. 00. 00. 00. 00. 00. 00. 00. 0
4978	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
4979	0.65 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
4980	.00 0.65 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
4981	.00 .00 0.65 .00 .00 .00 .00 .00 .00 .00 AIR/TNK
4982	.00 .00 .00 0.65 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
4983	.00 .00 .00 .00 0.65 .00 .00 .00 .00 .00 AIR/CAT/TNK
4984	.00 .00 .00 0.35 .00 1.00 .00 .00 .00 .00 .00 CAT/NCK
4985	.00 .00 .00 0.035 .00 1.00 .00 .00 .00 CAT/TNK
4986	.00 .00 .00 .00 .00 .00 .00 0.65 .00 .00 .00 AIR
4987	0.35 .00 .00 .00 .00 .00 .00 .00 1.00 .00 .0
4988	.00 0.35 .00 .00 .00 .00 .00 .00 1.00 .00 NCK
4989	.00 .00 0.35 .00 .00 .00 .00 .00 .00 1.00 TNK 1 00 00 00 .00 .00 .00 .00 .00 .00 .00 .
4990	
4991	
4992	
4993	
4994	
4995	.00.00.00.00.00.00.00.00.00.00.00.00.00
4996	-00 .00 .00 .00 .00 .00 .00 1.00 .00 .00
4997 4998	00, 00, 00, 00, 00, 00, 00, 00, 00, 00,
4990 4999	.00.00.00.00.00.00.00.00.00.00.00.00.00
4999 5000	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
1000	

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5001	
5002	*
5003	* 5% AUDIT : INSPECT CATALYST ONLY
5004	
5005	* 1 00 1 00 1 00 EVAP/PCV
5006	
5007	
5008	
5009	
5010	
5011	
5012	
5013	
5014	
5015	
5016	
5017	
5018	
5019	
5020	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5021	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
5022	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
5023	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5024	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5025 5026	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5020	.00 .00 .00 .00 .00 .00 .00 .00 1.00 1.
5028	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5020	0.52 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
5029	.00 1.00 .00 0.48 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
5031	.00 .00 1.00 .00 0.48 .00 .00 .00 .00 .00 .00 AIR/TNK
5032	.00 .00 .00 0.52 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
5033	.00 .00 .00 .00 0.52 .00 .00 .00 .00 .00 AIR/CAT/TNK
5034	.00 .00 .00 .00 0.00 0.52 .00 .00 00 00 .00 CAT/NCK
5035	.00 .00 .00 .00 .00 .00 0.52 .00 .00 .00 .00 CAT/TNK
5036	0.48 .00 .00 .00 .00 .00 00 1.00 00 .00 .00
5037	.00 .00 .00 .00 .00 .00 .00 0.00 0.52 .00 .00 CAT
5038	00 .00 .00 00 .00 0.48 .00 .00 1.00 .00 NCK
5039	.00 .00 .00 .00 00 00 0.48 .00 .00 .00 1.00 TNK
5040	1.00 .00 00 00 .00 00 .00 .00 .00 .00 EGR/CAT (SUBSEQUENT)
5041	.00 1.00 00 .00 .00 00 .00 .00 .00 .00 EGR/NCK
5042	00 .00 1 00 .00 .00 .00 .00 .00 .00 .00
5043	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5044	00 00 00 1.00 00 00 00 00 00 00 EGR/CAT/TNK
5045	00 00 00 00 10 10 00 00 00 00 00 CAT/NCK
5046	00 00 00 00 00 1.00 00 00 00 00 CAT/TNK
5047	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
5048	.00 .00 .00 .00 .00 .00 .00 1.00 .00 CAT
5049	00 00 00 00 00 00 00 00 00 1.00 00 NCK
5050	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

5051	
5051	4
5052	**
5053	
5054	** 5% AUDIT : INSPECT AIR PUMP & CATALIST UNLT **
5055 5056	1.00 1.00 1.00 1.00 EVAP/PCV
5057	0.82 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
5058	.00 0.87 .00 0.05 .00 .00 .00 .00 .00 .00 .00 AIR/NCK
5059	.00 .00 0.87 .00 0.05 .00 .00 .00 .00 .00 .00 AIR/TNK
5060	.00 .00 .00 0.82 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
5061	.00 .00 .00 0.82 .00 .00 .00 .00 .00 AIR/CAT/TNK
5062	00 00 00 00 00 0.82 .00 .00 .00 .00 CAT/NCK
5063	00 00 00 00 00 00 00 0.82 00 00 00 00 CAT/TNK
5064	0.05 .00 .00 .00 .00 .00 0.87 .00 .00 .00 AIR
5065	00 00 00 00 00 00 00 00 00 00 00 CAT
5066	.00 0.13 .00 0.13 .00 0.18 .00 .00 .00 1.00 .00 NCK
5067	.00 .00 0.13 .00 0.13 .00 0.18 .00 .00 .00 1.00 TNK
5068	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5069	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5070	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5071	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
5072	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
5073	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
5074	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5075	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
5076	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
5077	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
5078	.00 .00 .00 00 .00 .00 .00 .00 .00 1.00 TNK
5079	0.52 .00 00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
5080	.00 0.65 .00 0.13 00 .00 .00 .00 .00 .00 AIR/NCK
50 81	.00 .00 0.65 .00 0.13 .00 .00 .00 .00 .00 .00 AIR/TNK
5082	.00 .00 .00 0.52 00 .00 .00 00 00 .00 AIR/CAT/NCK
5083	.00 .00 .00 .00 0.52 .00 .00 .00 .00 .00 .00 AIR/CAT/TNK
5084	.00 .00 .00 .00 0.52 .00 .00 .00 .00 CAT/NCK
5085	.00 .00 .00 .00 .00 0.52 .00 .00 .00 .00 CAT/TNK
5 08 6	0.13 .00 .00 .00 .00 .00 0.65 .00 .00 AIR
5087	00 00 00 00 00 00 00 00 00 0.52 00 00 CAT 00 0 35 00 0 35 00 0 48 00 00 00 1.00 00 NCK
5088	
5089	
5090	
5091	
5092	
5093 5094	
5094	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
5095 5096	_00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5097	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5097	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
5099	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
5100	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
5100	

5101	4
5102 5103	** ** 5% AUDIT : INSPECT CATALYST & FUEL INLET ONLY
5104	** (NON-I/M AREAS ONLY)
5105	** (NOI* 1/W /NE//O ONE//
5105	1.00 1.00 1.00 1.00 EVAP/PCV
5107	0.82 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0
5108	.00 0.97 .00 0.12 .00 .00 .00 .00 .00 .00 AIR/NCK
5109	.00 .00 1.00 .00 0.18 .00 .00 .00 .00 .00 AIR/TNK
5110	.00 .00 .00 0.82 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
5111	.00 .00 .00 0.82 .00 .00 .00 .00 .00 AIR/CAT/TNK
5112	.00 .00 .00 .00 .00 0.82 .00 .00 .00 .00 .00 CAT/NCK
5113	.00 .00 .00 .00 .00 .00 0.82 .00 .00 .00 .00 CAT/TNK
5114	0.18 0.03 .00 0.06 .00 .00 .00 1.00 .00 .00 .00 AIR
5115	.00 .00 .00 .00 .00 .00 .00 .00 0.82 .00 .00 CAT
5116	.00 .00 .00 .00 0.12 .00 .00 .00 0.97 .00 NCK
5117	.00 .00 .00 .00 .00 .00 .18 .00 .00 .00 TNK
5118	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5119	00 1 00 00 00 00 .00 .00 .00 .00 .00 EGR/NCK
5120	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5121	00 00 1 00 00 00 00 00 00 00 00 00 EGR/CAT/NCK
5122	00 00 00 00 1.00 00 00 00 00 00 00 EGR/CAT/TNK
5123	00 00 00 00 1.00 00 00 00 00 00 CAT/NCK
5124	00 00 00 00 00 00 1 00 00 00 00 00 CAT/TNK
5125	. 00 . 00 . 00 . 00 . 00 . 00 . 00 . 0
5126	00 00 00 00 00 00 00 00 00 00 CAT
5127	00 00 00 00 00 00 00 00 00 100 00 NCK
5128	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
5129	0.52 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT)
5130	00 0 85 00 0 33 00 .00 00 00 00 00 AIR/NCK
5131	.00 .00 1 00 .00 0.48 .00 .00 .00 .00 .00 .00 AIR/TNK
5132	00 00 00 0.52 00 00 00 00 00 00 AIR/CAT/NCK
5133	00 .00 .00 0.02 .00 .00 .00 00 .00 AIR/CAT/TNK
5134	00 00 00 00 00 0.52 00 00 00 00 00 CAT/NCK
5135	.00 .00 .00 .00 .00 0.52 .00 00 .00 CAT/TNK
5136	0.48 0.15 .00 0.15 .00 .00 .00 1.00 .00 .00 .00 AIR
5137	.00 .00 .00 .00 .00 .00 .00 0.52 .00 .00 CAT
5138	.00 .00 .00 .00 0.33 .00 .00 .00 0.85 .00 NCK
5139	.00 .00 .00 .00 .00 .48 .00 .00 1.00 TNK
5140	1.00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)
5141	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5142	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5143	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
5144	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
5145	.00 .00 .00 .00 1.00 .00 .00 .00 .00 CAT/NCK
5146	00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
5147	00 00 00 00 00 00 00 00 00 00 00 00 00
5148	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5149	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
515 0	.00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

5151	4		
5152	*		
5153		PUMP, CATALYST & FUEL INLET ON	LY
5154		AREAS ONLY)	
5155	**		
5156	1.00 1.00 1.00 1.00		EVAP/PCV
5157	0.82 .00 .00 .00 .00	.00, 00, 00, 00, 00, 00,	AIR/CAT (PREVIOUS)
5158	00 0.87 00 0.05 .00	00. 00. 00. 00. 00. 00.	AIR/NCK
5159	.00 .00 0.87 .00 0.05	00. 00. 00, 00, 00, 00.	AIR/TNK
5160	.00 .00 .00 0.82 .00	00. 00. 00. 00. 00. 00.	AIR/CAT/NCK
5161	.00 .00 .00 .00 0.82	00. 00. 00. 00. 00. 00.	AIR/CAT/TNK
5162	.00.00.00.00.00.	0.82 .00 .00 .00 .00 .00	CAT/NCK
5163	.00 .00 .00 .00 .00	.00 0.82 .00 .00 .00 .00	CAT/TNK
5164	0.05 .00 .00 .00 .00	.00 .00 0.87 .00 .00 .00	AIR
5165	.00.00.00.00.00.	.00 .00 .00 0.82 .00 .00	CAT
5166	.00 0.10 .00 0.10 .00	0.12 .00 .00 .00 0.97 .00	NCK
5167	.00 .00 0.13 .00 0.13	.00 0.18 .00 .00 .00 1.00	TNK
5168	1.00.00.00.00.00	00. 00. 00. 00. 00. 00.	EGR/CAT (PREVIOUS)
5169	.00 1.00 .00 .00 .00	.00.00.00.00.00.00.00	EGR/NCK
5170	.00 .00 1.00 .00 .00	00. 00. 00. 00. 00. 00.	EGR/TNK
5171	.00 .00 .00 1.00 .00	.00.00.00,00,00.00.00	EGR/CAT/NCK
5172	.00 .00 .00 .00 1.00	00. 00. 00. 00. 00. 00.	EGR/CAT/TNK
5173	.00.00.00.00.00.00	1.00 .00 .00 .00 .00 .00	CAT/NCK
5174	.00.00.00.00.00.	.00 1.00 .00 .00 .00 .00	CAT/TNK
5175	.00.00.00.00.00	.00 .00 1.00 .00 .00 .00	EGR
5176	.00.00.00.00.00	.00 .00 .00 1.00 .00 .00	CAT
5177	.00.00.00.00.00.	.00 .00 .00 .00 .00 .00	NCK
5178	.00 .00 .00 .00 .00	.00 .00 .00 .00 .00 1.00	TNK
5179	0.52 .00 .00 .00 .00	.00. 00. 00. 00. 00. 00.	AIR/CAT (PREVIOUS)
5180	.00 0.33 .00 0.13 .00	.00.00.00.00.00.00.00.	AIR/NCK
5181	.00 .00 0.33 .00 0.13	.00.00.00.00.00.00.	AIR/TNK
5182	.00 .00 .00 0.52 .00	.00. 00. 00. 00. 00. 00.	AIR/CAT/NCK
5183	,00 .00 .00 .00 0.52	.00 .00 00 .00 .00	AIR/CAT/TNK
5184	.00.00.00.00.00	0.52 .00 .00 00 .00 .00	CAT/NCK
5185	.00 .00 .00 .00 .00	.00 0.52 .00 .00 .00 .00	CAT/TNK
5186	0.13 .00 .00 .00 .00	.00. 00. 00. 33 .00 .00 .00	AIR
5187	.00 .00 .00 .00 .00	.00 .00 .00 0.52 .00 .00	CAT
5188	.00 0.20 .00 0.20 .00	0.33 .00 .00 00 0.85 .00	NCK
5189	.00 .00 0.35 .00 0.35	00 0.48 .00 00 .00 1.00	TNK
5190	1.00.00.00.00.00	00.00.00.00.00.00	EGR/CAT (SUBSEQUENT)
5191	.00 1.00 .00 .00 .00	00. 00. 00. 00. 00. 00	EGR/NCK
5192	.00 .00 1.00 .00 .00	.00. 00. 00, 00, 00, 00	EGR/TNK
5193	.00 .00 .00 1.00 .00	00. 00. 00. 00. 00. 00.	EGR/CAT/NCK
5194	.00 .00 .00 .00 1.00	00.00 00.00.00.00	EGR/CAT/TNK
5195	00.00.00.00.00.		CAT/NCK
5196	00 00 00 00 00	00 1 00 00 00 00 00	CAT/TNK
5197	00.00.00.00.00	.00 .00 1.00 .00 .00 .00	EGR *
5198	00 00. 00 00. 00.	.00 .00 .00 1.00 .00 .00	CAT
5199	00. 00. 00. 00. 00.	.00 .00 .00 .00 1 00 .00	NCK
5200	00.00.00.00.00	.00 .00 .00 .00 00 1.00	TNK

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5201	4	
5202	**	
5203 5204	** 5% AUDIT : INSPECT CATALYST & FUEL INLET (AND PLUMBT	ESMO)
5205	** CARODIT : INGELCT CARACIST & COLL INCL. (UND / LOND)	,
5206	1.00 1.00 1.00 1.00	EVAP/PCV
5207	0.82 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	AIR/CAT (PREVIOUS)
5208	.00 0.86 .00 0.04 .00 .00 .00 .00 .00 .00 .00	AIR/NCK
5209	.00 .00 .08. 00 .04 .00 .00 .00 .00 .00 .00	AIR/TNK
5210	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT/NCK
5211	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	AIR/CAT/TNK
5212	.00 .00 .00 .00 .00 .082 .00 .00 .00 .00 .00	CAT/NCK
5213	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT/TNK
5214	0.18 0.14 0.14 0.14 0.14 .00 .00 1.00 .00 .00 .00	AIR
5215	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
5216	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	NCK
5217	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	TNK
5218	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/CAT (PREVIOUS)
5219	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00	EGR/NCK
5220	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	EGR/TNK
5221	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.	EGR/CAT/NCK
5222	00. 00. 00. 00. 00. 00. 00.1 00. 00. 00.	EGR/CAT/TNK
5223	00. 00. 00. 00. 00. 1.00. 00. 00. 00. 00	CAT/NCK
5224	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00	CAT/TNK
5225	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	EGR
5226	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	CAT
5227	.00 .00 00 .00 .00 .00 .00 .00 .00 .00	NCK
5228	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	
5229	0.52 .00 .00 .00 .00 .00 .00 .00 .00 .00 .0	AIR/CAT (SUBSEQUENT)
523 0	.00 0.57 .00 0.05 00 .00 .00 .00 .00 .00 .00 .00	AIR/NCK
5231	.00 .00 0.57 .00 0.05 00 .00 .00 .00 .00 .00	AIR/TNK
5232	.00 .00 .00 0.52 .00 00 .00 .00 .00 .00 .00	AIR/CAT/NCK
5233	.00 .00 .00 0.00 .00 .00 .00 .00 .00 .0	AIR/CAT/TNK
5234	.00 .00 00 .00 .00 0.52 .00 .00 .00 .00 .00	
5235	00 00 00 00 00 00 0.52 00 00 00 00	CAT/TNK
5236	0.48 0.43 0.43 0.43 0.43 00 .00 1.00 .00 .00 .00	AIR
5237	· 00 00 00 00 00 00 00 00 00 00 00 00 00	CAT NCK
5238 -	.00 .00 .00 .00 00 0.05 .00 .00 .00 0.57 .00 .00 .00 .00 .00 .00 0.05 .00 .00 .00 0.57	TNK
5239		EGR/CAT (SUBSEQUENT)
5240		EGR/NCK
5241		EGR/INK
5242		EGR/CAT/NCK
5243		EGR/CAT/TNK
52 44		CAT/NCK
5245		
5246	00 00 00 00 00 00 1.00 00 00 00 00 00 00 00 00 00 00 00 00	EGR
5247 5248		CAT
5248 5249	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	NCK
	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00	TNK
5250		

5054	
5251	4
5252	••
5253	
5254	** 5% AUDIT : INSPECT AIR PUMP. CATALYST & FUEL INLET (AND PLUMBTESMO)
5255	** 1.00 1.00 1.00 EVAP/PCV
5256	1.00 1.00 1.00 1.00 EVAP/PCV
5257	0.82 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
5258	.00 0.86 .00 0.04 .00 .00 .00 .00 .00 .00 AIR/NCK
5259	.00 .00 0.86 .00 0.04 .00 .00 .00 .00 .00 AIR/TNK
5260	.00 .00 .00 0.82 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
5261	.00 .00 .00 .00 0.82 .00 .00 .00 .00 .00 AIR/CAT/TNK
5262	.00 .00 .00 .00 .00 0.82 .00 .00 .00 .00 .00 CAT/NCK
5263	.00 .00 .00 .00 .00 .00 0.82 .00 .00 .00 .00 CAT/TNK
5264	0.05 0.01 0.01 0.01 0.01 .00 .00 0.87 .00 .00 .00 AIR
526 5	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
52 66	.00 .00 .00 .00 .00 0.04 .00 .00 .00 0.86 .00 NCK
5267	.00 .00 .00 .00 0.82 .00 0.04 .00 .00 .00 0.86 TNK
5268	1,00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5 269	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5270	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5271	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
527 2	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
5 273	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5274	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
5275	_00 _00 _00 _00 _00 _00 _00 1.00 _00 _00 _00 _00 EGR
5276	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5277	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
5278	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
5279	0.52 00 00 00 00 00 00 00 00 00 00 AIR/CAT (SUBSEQUENT)
52 80	.00 0.57 .00 0.05 .00 .00 .00 .00 .00 .00 AIR/NCK
5281	.00 .00 0.57 .00 0.05 .00 .00 .00 .00 .00 AIR/TNK
5282	00 00 00 0.52 00 00 00 00 00 00 AIR/CAT/NCK
5283	00 00 00 00 0.52 00 00 00 00 00 AIR/CAT/TNK
5284	.00 .00 .00 .00 0.52 .00 .00 .00 .00 CAT/NCK
5285	.00 .00 .00 .00 .00 0.52 .00 .00 .00 .00 CAT/TNK
5286	0.13 0.08 0.08 0.08 0.08 .00 .00 0.65 .00 .00 .00 AIR
5287	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5288	00 .00 .00 .00 .00 0.05 .00 .00 .00 0.57 .00 NCK
5289	.00 .00 .00 .00 .00 .00 0.05 .00 .00 .00
5290	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5291	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00 EGR/NCK
5292	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5293	00 00 100 00 00 00 00 00 00 00 00 EGR/CAT/NCK
5294	00 00 00 00 1 00 00 00 00 00 00 00 EGR/CAT/TNK
5295	00 00 00 00 00 1.00 .00 00 00 00 CAT/NCK
5296	00 00 00 00 00 1.00 00 00 00 00 CAT/TNK
5297	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5298	00 00 00 00 00 00 00 00 00 00 CAT
5299	00 00 00 00 00 00 00 00 00 1 00 00 NCK
5300	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
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5301	4
5302	**
5303	** 5% AUDIT : INSPECT CATALYST & FUEL INLET ONLY
5304	•• (I/M AREAS ONLY)
5305	••
5306	1.00 1.00 1.00 1.00 EVAP/PCV
5307	0.82 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
5308	.00 0.94 .00 0.07 .00 .00 .00 .00 .00 .00 AIR/NCK
5309	.00 .00 1.00 .00 0.18 .00 .00 .00 .00 .00 AIR/TNK
5310	.00 .00 .00 .08 .00 .00 .00 .00 .00 .00
5311	.00 .00 .00 .00 0.82 .00 .00 .00 .00 .00 AIR/CAT/TNK
5312	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5313	.00 .00 .00 .00 .00 .00 0.82 .00 .00 .00 .00 CAT/TNK
5314	0.18 0.06 .00 .11 .00 .00 .00 1.00 .00 .00 AIR
5315	.00. 00. 00. 00. 00. 00. 00. 00. 00. 00
5316	.00 .00 .00 .00 .00 0.07 .00 .00 .00 .94 .00 NCK
5317	.00 .00 .00 .00 .00 .00 0.18 .00 .00 .00 1.00 TNK
5318	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5319	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5320	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5321	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5322	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
5323	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5324	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
5325	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
5326	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
5327	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
5 3 28	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK
5329	0.52 00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (SUBSEQUENT
5330	00 0.65 .00 0.13 .00 .00 .00 .00 .00 .00 AIR/NCK
5331	.00 .00 1.00 .00 0.48 .00 .00 .00 .00 .00 AIR/TNK
5332	00 00 .00 0.52 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
5333	.00 00 .00 .00 0.52 .00 .00 .00 .00 .00 AIR/CAT/TNK
5334	00 00 00 00 00 0.52 .00 .00 00 00 00 CAT/NCK
5335	00 00 .00 .00 .00 .00 0.52 .00 .00 .00 .00 CAT/TNK
5336	0.48 0.35 .00 0.35 .00 .00 .00 1.00 .00 .00 .00 AIR
5337	.00 00 .00 .00 .00 .00 .00 .00 .00 .00
5338	.00 00 .00 .00 .00 0.13 .00 .00 .00 0.65 .00 NCK
5339	.00 .00 .00 .00 .00 0.48 .00 .00 1.00 TNK
5340	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5341	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5342	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5343	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
5344	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
5345	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
534 6	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5347	00 00 00 00 00 00 100 00 00 EGR
5348	.00.00.00.00.00.00.00.00.00.00.00.00.00
5349	.00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
5350	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

5 7 5 4	
5351	4
5352	** ** 5% AUDIT : INSPECT AIR PUMP, CATALYST & FUEL INLET ONLY
5353	
5354	• •
5355	** 1 00 1 00 1 00 EVAP/PCV
5356	
5357	
5358	
5359	
5360	
5361	
5362	
5363	00 00 00 00 00 00 0.82 00 00 00 00 CAT/TNK
5364	0.05 .00 .00 .00 .00 .00 0.87 .00 .00 AIR
5365	.00 .00 .00 .00 .00 .00 .00 .00 0.82 .00 .00 CAT
5366	.00 0.07 .00 0.02 .00 0.07 .00 .00 .00 0.94 .00 NCK
53 67	.00 .00 0.13 .00 0.13 .00 0.18 .00 .00 .00 1.00 TNK
5368	1.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5369	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5 370	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5371	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
5372	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
5373	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
5374	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
537 5	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5 376	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
5377	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
5378	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
5379	0.52 .00 .00 .00 .00 .00 .00 .00 .00 .00 AIR/CAT (PREVIOUS)
5380	.00 0.65 .00 0.13 .00 .00 .00 .00 .00 .00 AIR/NCK
5381	.00 .00 0.65 .00 0.13 .00 .00 .00 .00 .00 .00 AIR/TNK
5382	.00 .00 .00 0.52 .00 .00 .00 .00 .00 .00 AIR/CAT/NCK
5383	.00 .00 .00 .00 0.52 .00 .00 .00 .00 .00 .00 AIR/CAT/TNK
5384	.00 .00 .00 .00 0.00 .52 .00 .00 .00 .00 .00 CAT/NCK
5385	.00 .00 .00 .00 .00 00 0.52 .00 .00 .00 .00 CAT/TNK
5386	0.13 .00 .00 .00 .00 .00 0.65 .00 .00 AIR
5387	.00 .00 .00 .00 .00 .0 0 .0 0 0.52 .00 .00 CAT
5388	.00 .00 00 .00 00 0.13 .0 0 .00 .00 0 .65 .00 NCK
5389	.00 .00 0.35 .00 0.35 00 0.48 .00 .00 00 1.00 TNK
539 0	1 00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (SUBSEQUENT)
5391	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5392	00 00 1.00 .00 .00 .00 .00 .00 .00 .00 EGR/TNK
539 3	.00 .00 1.00 .00 .00 .00 .00 .00 .00 EGR/CAT/NCK
5394	.00 .00 .00 1.00 .00 .00 .00 .00 .00 EGR/CAT/TNK
5395	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
5396	.00 00 .00 .00 .00 .00 .00 .00 .00 .00
5397	.00 .00 .00 .00 .00 .00 1.00 .00 .00 EGR
5398	00. 00. 00. 00. 00. 00. 00. 00. 00. 00.
5399	.00 .00 .00 .00 .00 .00 .00 .00 .00 NCK
540 0	.00 .00 .00 .00 .00 .00 .00 .00 .00 TNK

5401	4
5402	**
5403	**
5404	** NO PROGRAM (UNITY MATRIX)
5405	**
5406	1.00 1.00 1.00 .00 EVAP/PCV
5407	1.00 00 00 00 00 00 00 00 00 00 00 AIR/CAT (PREVIOUS)
5408	00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5409	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5410	00 00 1.00 00 00 00 00 00 00 00 00 AIR/CAT/NCK
5411	00 00 00 1 00 00 00 00 00 00 00 AIR/CAT/TNK
5412	00 00 00 00 00 1 00 00 00 00 00 00 CAT/NCK
5413	.00 .00 .00 .00 .00 1.00 .00 .00 .00 CAT/TNK
5414	00.00.00.00.00.00.00.00.00.00.00.00
5415	00 00 00 00 00 00 00 00 00 00 CAT
5416	00 00 00 00 00 00 00 00 00 100 00 NCK
5417	00 00 00 00 00 00 00 00 00 00 1.00 TNK
5418	1.00 00 00 00 00 00 00 00 00 00 00 EGR/CAT (PREVIOUS)
5419	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5420	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5421	.00 .00 1.00 .00 .00 .00 .00 .00 .00 .00
5422	.00 .00 .00 1.00 .00 .00 .00 .00 .00 .00
5423	.00 .00 .00 .00 1.00 .00 .00 .00 .00 .00
5424	.00 .00 .00 .00 .00 1.00 .00 .00 .00 .00
5425	.00 .00 .00 .00 .00 .00 1.00 .00 .00 .00
5426	.00 .00 .00 .00 .00 .00 .00 .00 .00 .00
5427	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 .00
5428	.00 00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK
5429	1.00 00 00 00 00 00 00 00 00 00 00 AIR/CAT (SUBSEQUENT)
5430	.00 1.00 .00 .00 .00 .00 .00 .00 .00 .00
5430	.00 00 1.00 00 00 .00 .00 .00 .00 .00 AIR/TNK
5432	00 00 00 1.00 00 00 00 00 00 00 00 AIR/CAT/NCK
5433	00 00 00 1.00 00 00 00 00 00 00 00 AIR/CAT/TNK
5435	00 00 00 00 100 00 00 00 00 00 00 00 00
	.00 00 00 .00 .00 1.00 .00 .00 .00 .00 CAT/TNK
5435	
5436	
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5449	
5450	.00 .00 .00 .00 .00 .00 .00 .00 .00 1.00 TNK

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Appendix C

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Appendix C

Contents of the TEXIN2 Distribution Tape

This appendix briefly discusses the contents of the TEXIN2 distribution tape. Unless a special request is made, the TEXIN2 tape will contain the files listed in Table C1. The recording characteristics of each file are also presented.

The first file on the tape contains the source code to the TEXIN2 model. Next are the data files for the five examples presented in this User's Guide along with the anti-tampering program data for Examples 2, 3 and 6. The results from each example follows the last example data file. The last file on the tape contains the anti-tampering programs supplied by the EPA with MOBILE3. These programs are presented in Appendix B for convenience. The user should first verify that the results presented on the tape can be obtained using the example data files on the tape before attempting any actual simulations.

Unless a special request is made, all files on the tape are coded in EBCDIC (Extended Binary-Coded-Decimal Interchange Code). All data files and the program source code record lengths are 80 bytes with block sizes of 4000 bytes. The output files from the model (14-19) have record lengths of 133 bytes and block sizes of 1330 bytes.

Table C1

Texas Intersection Model (TEXIN2)

Texas Transportation Institute Texas A&M University System College Station, Texas 77843 (409) 845-3361

File	Version	Contents	RECFM	LRECL	BLKSIZE	Code
01	2	TEXIN2 FOR 77	FB	80	4000	EBCDIC
0 2	2	Example 1	FB	80	4000	EBCDIC
03	2	Example 2	FB	80	4000	EBCDIC
04	2	Example 2 LUN49	FB	80	4000	EBCDIC
05	2	Example 2 LUN51	FB	80	4000	EBCDIC
06	2	Example 3	FB	80	4000	EBCDIC
07	2	Example 3 LUN49	FB	80	4000	EBCDIC
08	2	Example 3 LUN51	FB	80	4000	EBCDIC
09	2	Example 4	FB	80	4000	EBCDIC
10	2	Example 5	FB	80	4000	EBCDIC
11	2 .	Example 6	FB	80	4000	EBCDIC
12	2	Example 6 LUN49	FB	80	4000	EBCDIC
13	2	Example 6 LUN51	FB	80	4000	EBCDIC
14	2	Result 1	FBA	133	1330	EBCDIC
15	2	Result 2	FBA	133	1330	EBCDIC
16	2	Result 3	FBA	133	1330	EBCDIC
17	2	Result 4	FBA	133	1330	EBCDIC
18	2	Result 5	FBA	133	1330	EBCDIC
19	2	Result 6	FBA	133	1330	EBCDIC
20	2	ATP Data	FB	80	4000	EBCDIC

NOTE: Tape is unlabelled at 1600 bpi

Appendix D

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Appendix D

TEXIN2 Diagnostic Messages

This appendix lists the various diagnostic messages that may be printed by TEXIN2. A brief description of the message is also given in most cases.

Flags Card Diagnostic Messages

ERROR FLAGS MUST HAVE VALUE OF ZERO, ONE, TWO, THREE, OR FOUR

All flags read by the program must be in the range of zero through four, inclusive. This error could also be due to a value of LTFLG on the Link Description Cards greater than one.

****ERROR**** CYCLE LENGTH MUST BE GREATER THAN ZERO

The signal cycle length must be greater than zero for a signalized intersection.

WARNING Too many links inputted

The model is currently capable of handling up to 40 links. These 40 links include the four major intersection links, all NNDL and NDL links, and four pseudolinks that are internally constructed by the model.

WARNING Number of receptors must not be greater than 20

The value assigned to NP on the flags card is greater than 20. The program is currently dimensioned to handle up to 20 receptors.

Link Description Cards Diagnostic Messages

ERROR SUM OF LEFT AND RIGHT TURNING VEHICLE FRACTIONS CANNOT BE GREATER THAN ONE

The sum of the left end-right turn fractions on one of the inputted links is greater than one.

****ERROR**** ALL VEHICLES IN T-SECTION ARE NOT TURNING

The sum of the left and right turn fractions for the leg opposite of the missing leg of a T-intersection is not equal to one.

ERROR LANE ASSOCIATION NUMBER IS INCORRECT- MUST BE BETWEEN ONE THROUGH FOUR, INCLUSIVE

The value of LA for a link is not in the range between one and four, inclusive.

****ERROR**** INCORRECT LINK TYPE

The type of link on a link description card is not one of the following: AG (at-grade), DP (depressed section), FL (fill section), or BR (bridge).

WARNING Mixing width should be greater than 10 meters

The value of WL for one of the links is less than 4 m. TEXIN2 automatically adds six meters to each link width to account for shoulder width.

WARNING Vehicle speed must be between 5 and 55 mph

The value entered for vehicle speed on a link is not between 5 and 55 mph.

Meteorological Conditions Diagnostic Messages

ERROR WIND SPEED MUST BE GREATER THAN ZERO

The wind speed must be greater than 0 m/sec.

ERROR WIND ANGLE INCREMENT IS INVALID FOR WORST CASE WIND ANGLE SEARCH

The value of BRG on the meteorological conditions card must be greater than zero when a worst case wind angle search is invoked.

ERROR WIND DIRECTION MUST BE BETWEEN 0 AND 360 DEG

The wind direction must be between 0° and 360° .

WARNING Stability class must be between 1 and 6

The Pasquill stability class entered is not between 1 (A) and 6 (F).

WARNING Mixing height = 'value of MIXH' m

The mixing height inputted into the model is less than 10 m.

WARNING Surface roughness should be between 3 and 400 cm The surface roughness should be between 3 and 400 cm, inclusive.

WARNING Averaging time should be between 3 and 120 minutes The averaging time should be between 3 and 120 minutes, inclusive.

WARNING Ambient CO concentration is less than zero

The value entered for the background CO concentration is less than zero.

COMMENT: Wind angle will be incremented from 0 to 360 deg by 'value of BRG' deg for worst case analysis

A worst case wind angle analysis has been invoked and the search will proceed at the stated wind angle increment.

Mileage/Registration Distribution Diagnostic Messages

ERROR 'value of AMAR(JDX,IV)' NEGATIVE MODEL YEAR MILEAGE

User supplied mileage accrual data for model year JDX and vehicle type IV is negative.

ERROR 'value of JULMYR(JDX,IV)' NEGATIVE MODEL YEAR REGISTRATION

The model year registration fraction is negative. This number should be between zero and one, inclusive, since it represents the fraction of all vehicles in the fleet of a given age.

ERROR MYR OF LDDV NOT EQUAL TO LDGV FOR JDX 'value of JDX' **ERROR** MYR OF LDDT NOT EQUAL TO LDGV FOR JDX 'value of JDX'

The user has entered a different registration distribution for LDGV's than for LDDV's or for LDGT1's than LDDT's. The registration mix for the total LDV (or LDT) fleet is to be input twice for the gasoline powered and diesel powered vehicles (or trucks). MOBILE3 has an internal function that apportions total registrations into the separate gasoline and diesel powered groups. Thus, it is assumed that in MOBILE3 (and TEXIN2) that LDDV's will replace some of their LDG counterparts and will be used in the same way.

WARNING: 'value of CHKMYR' MYR sum not = 1. (will normalize)

Sum of the model year registration fractions for a given vehicle type do not sum to one. If the model year age registration fractions do not sum to one, TEXIN2 will normalize the fractions accordingly.

WARNING: 'value of JULMYR(JDX,IV)' registration with zero mileage WARNING: 'value of AMAR(JDX,IV)' mileage with zero registration

For a given vehicle age, vehicles either do not accumulate mileage, yet make up a fraction of the fleet, or do not make up a fraction of the fleet but accumulate mileage. If a mileage accrual rate or a registration fraction is zero, both should be zero.

Vehicle Scenario Card Diagnostic Messages

ERROR REGION MUST BE BETWEEN 1 AND 3, INCLUSIVE

The value placed on the vehicle scenario card for IREJN is not between one and three, inclusive.

ERROR PCHC + PCCC (= 'value of PCHC + PCCC') MUST BE BETWEEN 0 AND 100

The sum of the hot/cold starts for vehicles equipped with catalysts must be in the range of 0-100%.

ERROR PCHC+PCCC-PCCN (= 'value of PCHC+PCCC-PCCN') MUST BE BETWEEN 0 AND 100

The sum of hot/cold starts for vehicles equipped with catalysts less those without catalysts must be in the 0-100% range.

ERROR VEHICLE MIX DOES NOT SUM TO 1.000

The sum of the VMT entered when VMFLAG = 1 is not equal to one.

Optional Correction Factors Diagnostic Messages

WARNING: 'value of AC' out of bounds for AC (0. to 1.)

The value entered for AC on the optional correction factors card is not between zero to one, inclusive.

WARNING: 'value of XLOAD' out of bounds for extra load (0. to 1.)

A value entered for the fraction of vehicles carrying an extra 500 lb load is not in the range of zero to one, inclusive.

WARNING: 'value of TRAILR' out of bounds for trailers (0. to 1.)

A trailer towing fraction is not in the range of zero to one, inclusive.

WARNING: 'value of temperature' valid temperature is 0-110 deg.

The wet and dry bulb temperatures must be between 0°F and 110°F, inclusive.

WARNING: WB temp cannot be greater than DB temp.

The value entered for the wet bulb temperature is greater than the value entered for the dry bulb temperature.

COMMENT: A/C correction factor will be calculated. Value of inputted AC usage parameter is ignored.

This message appears if a value for air conditioning usage other than zero is entered. The air conditioning usage is a function of the temperature. Therefore, the A/C usage calculated in MOBILE3 may vary from the value read.

Traffic Algorithm Diagnostic Messages

WARNING CMA Planning Procedure will be used to reduce V/C = 'value of V/C'

The CMA Operations and Design Procedure has calculated that the volume to capacity ratio, V/C, is greater than one for a signalized intersection. Since the CMA Planning Procedure is not as stringent, it will be used in an attempt to lower the ratio.

WARNING According to the CMA Planning Procedure, intersection volume greater than capacity, V/C = 'value of V/C'

The CMA Planning Procedure has calculated that the volume to capacity ratio, V/C, is greater than one for a signalized intersection. Stopped delay is calculated depending on the value of V/Cin this case.

WARNING Link 'link number' is over capacity

The traffic algorithm has calculated that the given link is over capacity. This link may be a part of the major intersection if the intersection is unsignalized. If the major intersection is signalized, this link is one of the NDL links.

Tampering Data Diagnostic Messages

WARNING: 'value of ZEROML' out of bounds for tampering rate intercept (up to 1.0)

The zero-mileage level of tampering cannot exceed 100% (1.0 as a fraction) of the fleet, for each tampering type and vehicle type.

Inspection/Maintenance Program Diagnostic Messages

ERROR ISTRIN IS OUT OF RANGE 10 TO 50

The stringency of the I/M program for 1980 and earlier LDV's is not between 10 and 50, inclusive.

ERROR IMTFLG IS OUT OF RANGE 1 TO 2

The mechanics training flag must be equal to 1 or 2.

ERROR MODYR1 CANNOT BE GREATER THAN MODYR2

According the the I/M parameters card, the first model year in an I/M program is greater than the last model year in an I/M program.

ILDT IS OUT OF RANGE 1 TO 4

Value for the vehicle types to which the I/M is applied is not between 1 and 4.

ITEST IS OUT OF RANGE 1 TO 3

Value of the I/M Technology IV+ short test type flag is not 1, 2, or 3.

ICUTS IS OUT OF RANGE 1 TO 3

Value of the I/M Technology IV+ cutpoint flag is not 1, 2, or 3.

Anti-Tampering Program Diagnostic Messages

ERROR COULD NOT OPEN FILE FOR LUN 'value of LUN'

An error occurred when the program attempted to open the ATP credits file associated with logical unit number LUN.

ERROR LVT IS OUT OF RANGE 1 TO 2

A value entered for the ATP vehicle class inclusion flag is not 1 or 2.

ERROR RATE IS OUT OF RANGE 0 TO 1

Value entered as an exhaust ATP effectiveness rate is not in the range 0.0 to 1.0. These rates act as percentage credits, an hence must be nonnegative and not exceed unity.

ERROR AER MATRIX FILE COLUMN SUM OUT OF RANGE 0 TO 1

Each column of both of the exhaust ATP effectiveness rate matrices in the ATP data file must sum to a nonnegative value not greater than one.

END-OF-FILE RETURN ON READ OF UNIT 'unit number' (ATP EFFECTIVENESS RATES). RUN ABORTED.

An end-of-file condition was encountered while reading the ATP credit matrices before all needed data were read. The logical unit number corresponding to the error is listed in the diagnostic message.

ERROR RETURN ON READ OF UNIT 'unit number' (ATP EFFECTIVENESS RATES). RUN ABORTED.

An error was encounted while attempting to read the ATP credit matrices. The error was encountered on the indicated logical unit number.

Miscellaneous MOBILE3 Diagnostic Messages

ERROR EFFTP>=0 AND GSFRAC=0 FOR VEHICLE TYPE 'value of IV'

Vehicle type described by IV has a positive FTP emission factor and a zero fleet sales fraction.

ERROR EFFTP<=0 AND VMTMIX>0 FOR VEHICLE TYPE 'value of IV'

No exhaust emissions exist for the vehicle type described by IV, but vehicles of that type have accumulated a nonzero fraction of the total vehicle fleet mileage.

ERROR EFIDLE>=0 AND GSFRAC=0 FOR VEHICLE TYPE 'value of IV'

The vehicle type described by IV has a positive idle emission factor and a zero fleet sales fraction.

ERROR EFIDLE<=0 AND VMTMIX>0 FOR VEHICLE TYPE 'value of IV'

No idle emissions exist for the vehicle type referred to by IV, but the vehicles of that type have accumulated a nonzero fraction of the total vehicle fleet mileage.

ERROR 'year' NOT IN RANGE OF YEARS 'year1' TO 'year2'

A year used internally by TEXIN2 is not in the range of year1 to year2, inclusive.

*** Default used for 'year' in index function 'function name'

This message indicates a default exit has been taken from an index function. One or more of the associated year/year's position pairs is in error. The program must be corrected and recompiled before another run.

PROGRAM TERMINATING DUE TO ERROR

This message is written any time the program is about to abnormally terminate. The diagnostic messages that precede this message will normally indicate the problem.