

**The Valley CAN Tune In & Tune Up 2006 Program**

**Bakersfield, California**

**Sponsored by Valley CAN**

**With Assistance from  
The Advanced Transportation Technology and Energy Initiative Center  
Bakersfield College  
and  
California Bureau of Automotive Repair  
Breathe Easier Program**

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## **INTRODUCTION**

The Valley CAN Tune In & Tune Up 2006 (TI&TU) Program was conducted in Bakersfield, California on Saturday, March 25, 2006. The objectives of the Program were to use remote sensing to quickly identify high-emitting vehicles in need of repairs and to determine the cost-effectiveness of the 2006 Bakersfield TI&TU Program. Relationships established between Valley CAN and the Advanced Transportation Technology and Energy Initiative (ATTEi) Center at Bakersfield College and the State Bureau of Automotive Repair (BAR) contributed to the program's success. With the assistance of publicity on the radio and other means, approximately 500 vehicle owners participated in the program. Motorists were asked to drive past two remote sensing devices (RSD) in series, which were operated by staff from the BAR. Approximately 500 vehicles were driven past the remote sensors. RSD readings were made for carbon monoxide (CO), exhaust hydrocarbons (HC), and nitric oxide (NO), the pollutants of interest in this program.

Remote sensing measurements were performed by BAR staff between 8:30 a.m. and 1:30 p.m. The remote sensing high emitter cutpoints for CO, HC, and NO<sub>x</sub> were 5%, 1000 ppm, and 1000 ppm, respectively. A small, but not quantified number, of motorists received repair vouchers even though their RSD emission readings were not proven to exceed the BAR high emitter cutpoints. In these cases, it was judged likely that these cars were high emitters, based in part on paperwork showing that they had previously failed the Smog Check inspection.

TI&TU Program staff provided repair vouchers worth up to \$500 in repair costs to 380 motorists of vehicles that participated in the Program. Some vouchers were given to motorists who requested them based on other evidence that their car was a high emitter, even though their vehicles did not have RSD readings that exceeded the high emitter cutpoints. Two hundred thirty-three of the 380 vouchers were redeemed for Smog Check-related repairs at One Stop Smog and Auto Care Centers in Bakersfield.

In addition to the RSD testing, motorists were directed to an on-site diagnostic testing station, where ATTEi students from Bakersfield College provided written information regarding possible causes of their vehicles' emission problems. At that station, underhood inspections were conducted to provide vehicle owners with more information regarding the condition of their vehicle.

The following sections describe data collected during the 2006 Bakersfield TI&TU Program and emission reductions resulting from repairs to the high-emitting vehicles.

## **REMOTE SENSING DATA**

Figure 1 is a scatter plot of valid CO remote sensing data for the 370 vehicles with valid readings as reported by the BAR. The data show excellent correlation between the two remote sensors, with a small number of vehicles having a high reading on one RSD and a low value on the other. Figure 2 shows the exhaust HC data for the 370 vehicles from both RSDs. The graph on the right is an expanded scale for lower value readings displayed in the left graph of Figure 2. Figure 2 shows a bias but very good correlation for recorded HC values between the two RSDs, likely due to differences in calibration between the two sensors. Even though there is a bias between the two sensors, this is not a problem in identifying the highest-emitting vehicles, in that the highest readings are the ones of most interest, regardless of calibration. ARB staff demonstrated in studies in 1989 and 1991 that the remote sensors are accurate to within  $\pm 5\%$  and  $\pm 15\%$  for CO and HC, respectively, when calibrated

properly (Lawson *et al.* 1990 and Ashbaugh *et al.* 1992). Figure 3 displays the valid NO emissions readings from the two RSDs, with the graph on the right depicting an expanded scale for the lower NO readings. As with CO, there is good agreement between the two RSD sets of readings for NO under the conditions experienced in the Bakersfield program. Because RSD data acquisition was so rapid during the Bakersfield program, BAR staff decided to use the data from only the first remote sensor of the two to identify vehicles as high emitters in need of repair.

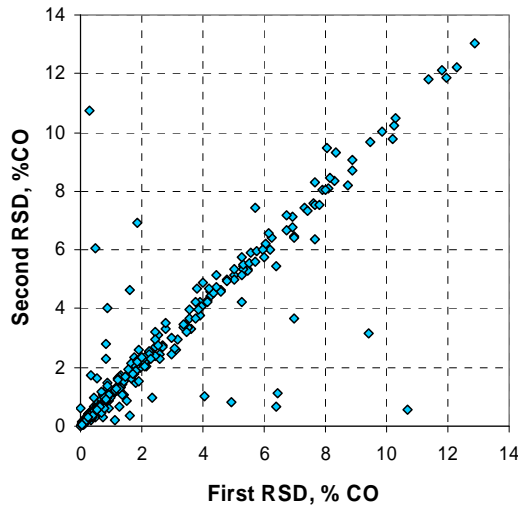


Figure 1. CO emissions readings from the two remote sensors, 370 vehicles.

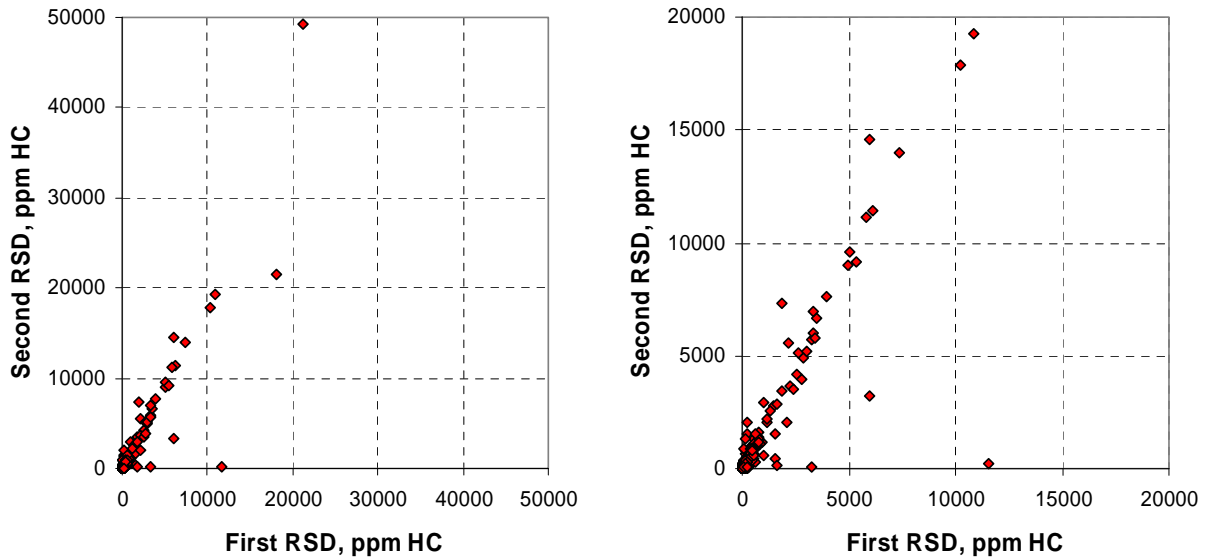


Figure 2. HC emissions readings from the two remote sensors, 370 vehicles. The graph on the right displays readings the lower-emitting (<20,000 ppm HC) vehicles displayed in the left graph.

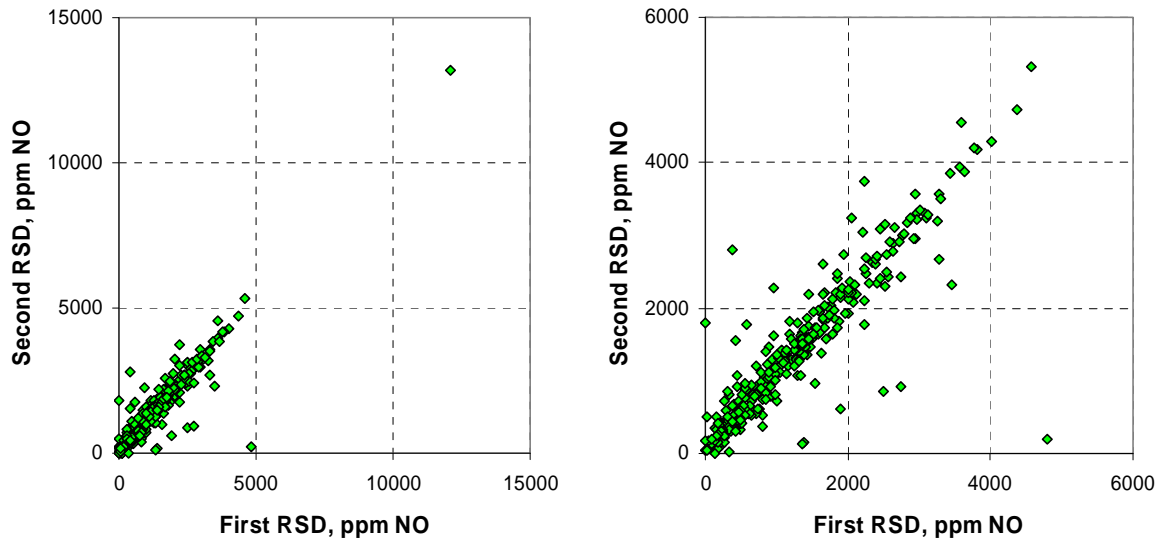


Figure 3. NO emissions readings from the two remote sensors, 370 vehicles. The graph on the right displays readings the lower-emitting (<6,000 ppm NO) vehicles displayed in the left graph.

### VEHICLE AND REPAIR DATA

Two hundred thirty-three vehicles began the repair program, where vehicles were first given a California Smog Check test and inspection at One Stop Smog and Auto Care Centers in Bakersfield. All vehicle data including Smog Check repair results are provided in the Appendix. The model year distribution of all vehicles participating in the program is shown in Figure 4. The vehicles in the 2006 Bakersfield program were slightly older than those that participated in the 2005 Fresno program.

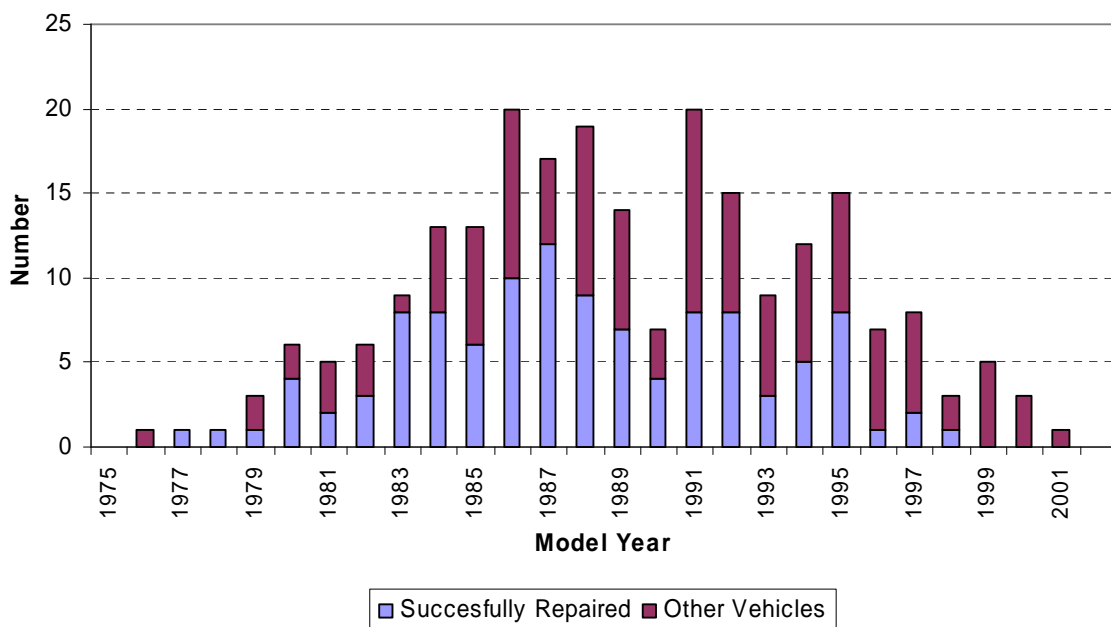


Figure 4. Model year distribution of the vehicles entering the 2006 Bakersfield Tune In & Tune Up Program.

Vehicles were given both emissions tests in the Smog Check program, the ASM5015 and the ASM2525, which are steady-state loaded mode tests conducted on a dynamometer. Table 1 provides the status of the 233 vehicles that entered the repair program and their average costs of repair.

**Table 1. Status of vehicles participating in the 2006 Bakersfield TI&TU Program.**

<b>Vehicle Class</b>	<b>Average Repair/Diagnosis Cost/Vehicle</b>
Successfully Repaired, n = 112	\$436
Successfully Repaired but no pre-repair emissions data, n = 84	\$225
Partial Repairs/Left Program, n = 27	\$368
No NOx requirements, n = 2	\$379
Didn't Test, n = 1	\$117
Passed Smog Check, n = 7	\$60

One hundred twelve vehicles that initially failed the Smog Check test were successfully repaired according to Smog Check criteria. CARFAX<sup>®</sup> records for those 112 vehicles showed that 60 failed as Gross Polluters according to Smog Check gross polluter cutpoints, and that 30 of the 112 had “inconsistent” odometer readings, i.e., possible evidence of tampering with the vehicle’s odometer. The average repair cost was \$436; the minimum cost was \$117, and the maximum repair cost was \$965. Twenty-three vehicles’ repair expenses exceeded the \$500 voucher amount. Eighty-four vehicles were successfully repaired to meet the Smog Check standards, but there were no pre-repair emissions data provided for emission reduction calculations. Those 84 vehicles passed the emissions portion of the pre-repair Smog Check inspection, but all failed the visual/functional portion of the Smog Check. An additional twenty-seven vehicles were partially repaired, but for a number of reasons, their repairs were not completed according to Smog Check criteria. The average cost of partial repairs for this group was \$368. Two vehicles were repaired according to Smog Check criteria, but because they were registered outside the Bakersfield area, there were Smog Check emission standards for nitrogen oxides (NOx). One vehicle, in need of a new engine, was not tested.

Only seven of the 233 vehicles entering the repair program passed the Smog Check test, an apparent 3% “false failure” rate. However, this does not necessarily mean that those vehicles were “clean” according to Smog Check standards. It has been shown in several independent studies that “broken” vehicles have extremely variable emissions (these vehicles are known as “flippers”), and it is possible for them to pass an emissions test on one occasion and subsequently fail on the next test, even administered on the same day. Because the motorists driving past the remote sensor sometimes passed the remote sensor at driving conditions other than those needed for reliable remote sensing readings, it is also possible that remote sensing readings appropriate for proper diagnosis were not obtained.

**SMOG CHECK EMISSION REDUCTIONS**

Table 2 summarizes the pre- and post-ASM emissions data for the 112 vehicles that were successfully repaired according to Smog Check criteria for those individual vehicles. The values shown in the table are the average of the ASM5015 and ASM2525 emission tests. Emission reductions of 84%, 69%, and 64% were achieved for CO, HC, and NOx, respectively, for the successfully repaired group of vehicle vehicles.

**Table 2. Pre- and post-repair emissions data for the 2006 Bakersfield TI&TU vehicles.**

Vehicle Class	Ave. Before-Repair ASM Emissions			Ave. After-Repair ASM Emissions		
	CO, %	HC, ppm	NOx, ppm	CO, %	HC, ppm	NOx, ppm
Successfully Repaired, n = 112	1.68	210	923	0.16	67	333
Successfully Repaired but no pre-repair emissions data, n = 84	N/A	N/A	N/A	0.15	66	340
Partial Repairs/Left Program, n = 27	3.20	301	624	--	--	--
No NOx requirements, n = 2	0.46	342	--	0.04	52	--
Didn't test, n = 1	--	--	--	--	--	--
Passed Smog Check, n = 7	0.08	45	180	--	--	--

Also shown above are pre-repair average ASM readings for the vehicles in each subgroup, where emissions data were available. Notable are the higher average pre-repair CO and HC emissions for the 27 vehicles for which the motorists chose not to participate fully in the 2006 Bakersfield TI&TU repair program.

Figure 5 illustrates the average pre- and post-repair ASM emissions for the 112 vehicles that were successfully repaired according to Smog Check criteria, resulting in average ASM emission reductions of 84, 69, and 64% for CO, HC, and NOx, respectively.

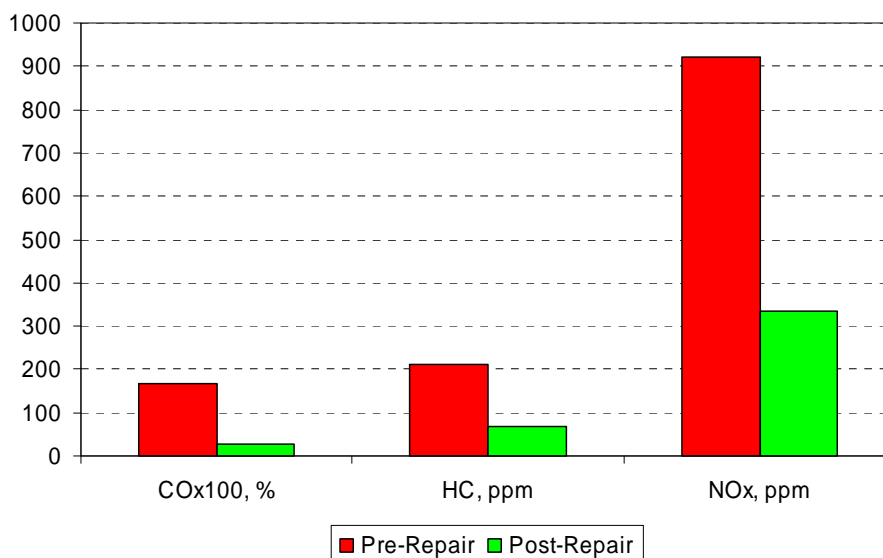


Figure 5. Pre- and post-repair average ASM emissions for the successfully-repaired 112 vehicles.

**PRIOR SMOG CHECK PROGRAM PARTICIPATION**

We accessed the California Bureau of Automotive Repair (BAR) and CARFAX<sup>®</sup> web sites to evaluate the status of all vehicles that entered the 2006 Bakersfield TI&TU Program. The objective of this task was to find out whether the vehicles in the Bakersfield Program had participated in the Smog Check program prior to March 25, 2006 and whether or not the vehicle passed or failed its previous Smog Check inspection. We were able to access BAR Smog Check and/or CARFAX<sup>®</sup> records for all but five vehicles. The results are shown in Table 3 below.

**Table 3. Prior Smog Check Program Participation of Vehicles in 2006 TI&TU Bakersfield Program**

<b>Vehicle Class</b>	<b>Pass</b>	<b>Fail</b>	<b>Days Since Previous Smog Check (Min/Max/Mean/Median)</b>
Successfully Repaired, n = 112*	52	57	1/ 3301/ 556/ 390
Successfully Repaired but no pre-repair emissions data, n = 84**	62	21	2/ 1339/ 542/ 605
Partial Repairs/Left Program, n = 27***	15	11	23/ 2516/ 885/ 769
No NOx requirements, n = 2	1	1	19 and 278
Didn't Test, n = 1	1	--	894
Passed Smog Check, n = 7	6	1	14/ 989/ 563/ 611

\* Three vehicles in this category did not have any Smog Check records in the BAR data base; two vehicles were from out-of-state.

\*\*One vehicle in this category was from out-of-state.

\*\*\*No records for one vehicle in this category

The table shows that for vehicles that were successfully repaired, half had failed their previous Smog Check inspection. Of the 84 vehicles that passed the emissions portion of the Smog Check but failed the visual/function portion upon entering the Bakersfield TI&TU Program, one-fourth had failed their prior Smog Check test. The CARFAX<sup>®</sup> data reports showed that one-fourth of the 112 successfully-repaired vehicles had questionable odometer readings, where the recorded vehicles' mileage suggested evidence of odometers that were disconnected or had been tampered with. Sixty-nine, or 30%, of the vehicles out of the entire 233 vehicle data set had periods longer than 730 days since their previous Smog Check, suggesting that a significant portion of the vehicles in the program might not have been currently registered. Current registration data might be available from the Department of Motor Vehicles; this was outside the scope of this analysis.

Ninety-one of the 233 vehicles had failed their most recent Smog Check inspection between 1 and 2233 days before March 25, 2006, and there were no BAR data indicating that those vehicles had been repaired prior to entering the TI&TU Program. The median interval of the failing vehicles was 77 days prior to the Bakersfield program. One hundred thirty-seven vehicles participating in the program passed their most recent Smog Check inspection 5 to 3301 days prior to March 25, 2006, with a median interval of 714 days. There were a small number of inconsistencies within the BAR Smog Check records and between the BAR and CARFAX<sup>®</sup> records.

**COMPARISON WITH THE 1995 CALIFORNIA I/M PILOT PROGRAM**

In 1995, the California Air Resources Board tested a set of more than 600 vehicles using the Federal Test Procedure (FTP), IM240, ASM 5015, ASM2525, and two-speed idle tests using the BAR90 analyzer. In that unique study, the vehicles that failed the IM240 or the ASM test were repaired according to emissions criteria using the test that they failed. BAR-employed technicians repaired the failing vehicles, and their pre- and post-repair emissions data were collected at State of California-operated facilities. The California I/M Pilot Study provided the maximum possible repair benefit obtainable in an inspection and maintenance (I/M) program, as the mechanics were employed by the State, and their performance was monitored in a centralized I/M program format with no motorist intervention. The emissions reductions obtained in the Valley CAN Fresno 2005 and Bakersfield 2006 TI&TU programs are compared with those from the California Pilot Program in Table 4.

**Table 4. Pre- and post-repair emissions data from the 2005 Fresno and 2006 Bakersfield TI&TU Programs and the 1995 California I/M Pilot Program.**

Program	Pre-/Post-Repair Ave. ASM Emissions			Percent Reduction		
	CO, %	HC, ppm	NOx, ppm	CO	HC	NOx
Fresno TI&TU 2005	1.39/0.09	131/46	710/335	94	65	53
Bakersfield TI&TU 2006	1.68/0.27	210/67	923/333	84	69	64
CA I/M Pilot Program 1995	1.36/0.22	160/50	884/419	84	69	52

Although there is a ten-year difference and vehicle model years/technologies are different for the Valley CAN and California I/M Pilot programs, the similarities between pre- and post-repair emissions levels, along with percent emission reductions, are quite similar. However, average pre-repair emissions of the 2006 Bakersfield TI&TU vehicles are the highest of the three programs shown. The emission reductions obtained in the Fresno and Bakersfield TI&TU 2005 and 2006 programs are comparable to or higher than those obtained in the government-run California I/M Pilot Program.

**COSTS OF EMISSION REDUCTIONS**

Using statistical relationships derived from the California I/M Pilot Study, where regression relationships were calculated between ASM emission reductions and corresponding FTP data, it is possible to derive rough approximations of tons/year of emission reductions from this Program. Although there is scatter among the different emission test types regarding emission reduction relationships, we used these statistical relationships to estimate total emission reductions for the 112-vehicle fleet, assuming that the repairs are effective for 10,000 miles. Estimated reductions would be different if the duration of repairs differs from the 10,000-mile assumption for repair effectiveness. These estimates are provided in Table 5.

**Table 5. Emission reductions from the 112 successfully-repaired vehicles, assuming repair effectiveness for 10,000 miles.**

Emission Reductions	CO	HC	NOx
Pounds per vehicle	614	66	33
Pounds from 112 vehicles	68,768	7,423	3,736
Tons from 112 vehicles	34	3.7	1.9

The 112 vehicles were repaired according to Smog Check criteria at a total cost of \$48,812, or \$435 per vehicle. Because it is not possible to apportion the repair types to specific emission reductions, we can provide two calculations in terms of dollars/ton for TI&TU 2005 Program effectiveness. If we sum the pollutants CO + HC + NO<sub>x</sub>, the cost-effectiveness of the program is \$1222/ton for exhaust emission reductions. The cost-effectiveness for HC + NO<sub>x</sub> emissions combined is \$8750/ton. Because Smog Check repairs include those that reduce evaporative or nontailpipe HC, these costs are upper limit costs for the three pollutants. If evaporative or nontailpipe HC emission reductions could have been measured in this program, the true cost-effectiveness values would be lower than the ones given here. At the time of the 2006 TI&TU Program, California's Smog Check program did not test for particulate matter (PM) exhaust emissions, so it is not possible to calculate PM emission reductions that might have been obtained in this program.

### **DURATION OF PROGRAM REPAIRS**

As a follow-on to the repair program, five vehicles were recruited in January 2007, 10 months after the March 2006 TI&TU event, to evaluate the effectiveness and duration of the Smog Check repairs made in the program. The vehicles were brought to the One Stop Smog and Auto Care Center for a Smog Check inspection and tested as if they were being given a regular Smog Check. One of the five failed the emissions portion of the Smog Check; the remaining four vehicles passed the Smog Check inspection. The average length of time between the 2006 TI&TU repairs and follow-up Smog Check inspection was 278 days for the vehicles that were successfully recruited and the average mileage accumulation of these vehicles was 6013 miles since their repairs.

### **CONCLUSIONS**

The Valley CAN Tune In & Tune Up Program event was conducted on March 25, 2006 in Bakersfield, California, where high-emitting vehicles identified by remote sensing devices were repaired according to Smog Check criteria. Remote sensing cutpoints of 5%, 1000 ppm, and 1000 ppm for CO, HC, and NO were used to determine whether a vehicle was identified as a high emitter and therefore qualified for repairs at the One Stop Smog and Auto Care Centers. Vehicle owners were given a \$500 voucher to assist in repairing their high-emitting vehicles. Two hundred thirty-three vehicles entered the repair program; 112 that initially failed the emissions portion of the Smog Check inspection were successfully repaired to Smog Check criteria at an average cost of \$436 per vehicle. Eighty-four vehicles had incomplete pre-repair emissions data or passed the emissions portion of the Smog Check but failed the visual/functional portion of the Smog Check; their average repair costs were \$225 per vehicle. Owners of 27 vehicles decided not to complete the repair program. Similar to what has been shown in California studies as early as 1989 (Lawson *et al.*, 1990), remote sensing successfully identified high-emitting vehicles in need of repairs, with a very low false failure rate. Only 3% of the vehicles that entered the Bakersfield program passed the Smog Check inspection at the repair shop.

Large emission reductions were obtained from the effectively-repaired 112 vehicles having complete data in this program; their emission reductions were slightly higher than those obtained from repaired vehicles in the 1995 California I/M Pilot Program. The 2006 Bakersfield Tune In & Tune Up Program achieved average ASM emission reductions of 84, 69, and 64% for CO, HC, and NO<sub>x</sub>, respectively, for the successfully repaired vehicles. If each of these vehicles was driven 10,000 miles per year and the repairs lasted for 10,000 miles, each vehicle's emissions would be reduced by a total of 614, 66, and 33 pounds per year of CO, HC, and NO<sub>x</sub>, respectively. In one year, the 112

successfully-repaired vehicles' emissions would be reduced by 34, 3.9, and 1.9 tons for CO, HC, and NOx, respectively.

The cost-effectiveness of the 2006 Bakersfield Tune In & Tune Up Program for the 112-successfully-repaired vehicles was \$1222/ton for the sum of carbon monoxide, exhaust hydrocarbons, and nitrogen oxide emissions. For exhaust hydrocarbons and nitrogen oxides combined, the cost of emission reductions was \$8750/ton. These are upper-limit values, because reductions of evaporative or nontailpipe hydrocarbons emissions obtained by performing Smog Check repairs were not measured in this program.

The majority of vehicles participating in the Program appeared to be currently registered, because 70% had received their most recent biennial Smog Check inspection within two years prior to the TI&TU Program in March 2006. A limited effort to evaluate repair effectiveness showed that 4 out of 5 recruited vehicles passed the emissions portion of the Smog Check inspection about 300 days after being repaired, indicating that the repairs were very effective for these previous high-emitting vehicles.

Ninety-seven percent of all of the vehicles identified by remote sensing as high emitters required repairs according to Smog Check criteria in the 2006 Bakersfield TI&TU Program. The vehicles that failed the emissions portion of their initial Smog Check inspection benefited from the largest emission reductions in the repair program. Additional program benefit would have been obtained if all participating vehicles had been completely repaired.

## **REFERENCES**

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## **ACKNOWLEDGMENTS**

We thank the Valley CAN Program for financial support of this program. We also acknowledge BAR staff for operating the remote sensors used to identify high-emitting vehicles in this study, the ATTEi students at Bakersfield College, the BAR Breathe Easier Program, and the One Stop Smog and Auto Care Centers in Bakersfield for providing vehicle repairs and repair information on the 2006 TI&TU Program vehicles.

**APPENDIX**

**Bakersfield 2006 TI&TU Vehicle Data Set**

Successfully-Repaired Vehicles – Failed Emissions and Visual / Functional Portions of Initial Smog Check

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1984	Chevrolet	Pickup	68827	\$448.63	3/24/2006	F	57	4.06	41	123	0.2	171	61	4.18	41	95	0.16	178
1994	Chevrolet	Suburban	166238	\$419.57	2/10/2003	P	57	0.02	1403	83	0.14	330	45	0.11	650	42	0.25	187
1995	Dodge	Dakota	206841	\$590.23	4/7/2004	P	117	0.62	1953	22	0.01	295	79	0.69	1558	19	0.01	329
1989	Mercedes	300E	189623	\$585.98	1/3/2006	F	127	0.34	480	109	0.27	533	85	0.26	288	80	0.2	404
1985	Plymouth	Horizon	71554	\$460.36	2/28/2006	T	223	0.3	2152	31	0	89	155	0.09	2433	60	0.05	32
1993	Chevrolet	C2500	108762	\$326.91	12/16/2004	P	141	0.27	465	28	0.01	121	97	0.15	331	26	0.02	33
1987	Ford	Taurus	37564	\$844.77	3/18/2006	F	357	7.95	277	33	0.03	64	373	7.51	219	40	0.08	26
1991	Chevrolet	Silverado	196966	\$326.91	3/3/2006	F	174	1.88	452	26	0	297	99	1.44	397	25	0.02	326
1986	Isuzu	Trooper	233720	\$196.71	2/18/2004	P	22	0	1731	70	0.02	483	15	0	1750	43	0.01	526
1985	Oldsmobile	Cutlass Supreme	86159	\$622.94	11/24/2001	P	234	0.63	2608	124	0.11	24	187	0.53	2595	75	0.07	20
1982	Buick	Regal	21343	\$872.52	6/27/2003	P	211	7.11	480	71	0.35	679	228	7.04	480	68	0.68	728
1982	Nissan	280ZX	267344	\$713.34	2/14/2006	F	184	1.23	1155	47	0	581	81	0.35	1491	27	0	556
1991	Chevrolet	Metro	45605	\$353.28	3/10/2003	P	355	0.29	1459	5	0.1	58	299	0.24	980	8	0.1	68
1989	Nissan	240SX	153368	\$461.91	9/15/2005	F	149	0.72	3987	88	0.01	561	101	0.75	3570	47	0.01	650
1992	Chevrolet	C1500 Suburban	147762	\$326.91	10/20/2005	P	114	0.44	1035	64	0.05	117	90	0.39	729	35	0.02	77
1986	Pontiac	Parisienne	37705	\$429.45	3/11/1997	P	326	9.36	89	109	0.68	284	371	9.16	75	54	0.01	665
1992	Chevrolet	Corsica	240952	\$402.67	6/27/2005	F	184	2.44	274	54	0.05	164	159	1.58	116	37	0.02	281
1990	Honda	Civic CRX	162532	\$360.66	4/27/2004	P	143	0.4	2521	21	0.11	91	82	0.29	1234	20	0.11	91
1986	Chevrolet	Spectrum	139125	\$387.03	5/8/2004	P	132	3.21	100	61	0.07	33	184	5.55	384	50	0.04	15
1983	Toyota	Tercel	195183	\$158.12	3/15/2006	F	55	0	1953	132	0.98	856	36	0	1886	132	0.98	856
1983	Pontiac	Bonneville	40727	\$433.95	4/27/2005	F	206	4.47	96	73	0.03	179	195	5.01	84	47	0.17	15
1997	Pontiac	Grand Prix	142078	\$481.35	Car from Illinois		25	0.09	433	10	0.01	103	15	0.06	422	10	0.01	103
1978	GMC	Caballero	5258	\$167.57	11/14/2001	P	41	0.01	989	55	0.01	891	31	0.01	1117	35	0.01	937
1987	Buick	Century	49623	\$326.91	3/17/2006	F	258	0.46	672	28	0	66	268	0.49	451	26	0	20
1985	Ford	Bronco II	27866	\$326.91	4/13/2005	P	535	0.69	2365	115	0.22	40	239	0.14	1378	75	0.36	239
1980	Chevrolet	LUV	15445	\$498.28	5/2/2005	T	114	1.81	1276	34	0	520	24	0.96	1480	15	0	556
1990	Toyota	Corolla	207564	\$478.02	8/16/2005	F	102	0.26	1722	63	0.1	809	45	0.12	1529	37	0.05	231
1988	Mercury	Grand Marquis	86817	\$116.95	5/22/2003	P	135	0.05	153	62	0	165	97	0.28	233	73	0.02	312
1983	Ford	Mustang	1139	\$492.21	3/3/2006	T	159	0.66	1062	72	0.11	135	165	0.64	787	41	0.07	13
1990	Lincoln	Town Car	188090	\$122.97	8/28/2003	P	256	0.94	482	102	0.34	397	301	0.93	578	77	0.01	401
1995	Chevrolet	Monte Carlo	181933	\$319.53	1/30/2006	F	67	0.12	1368	18	0.01	38	111	2.41	577	13	0.01	548
1988	Ford	Escort	54719	\$353.28	4/10/2004	P	134	0.12	658	21	0.03	75	147	0.31	386	74	0.15	186
1993	Honda	Accord	249779	\$360.66	3/14/2005	P	86	0.13	383	11	0.02	640	47	0.01	484	12	0.01	488
1991	Pontiac	Grand Am	157049	\$291.90	3/5/2003	P	101	0.5	2023	95	0.3	491	61	0.25	1516	73	0.29	448
1994	Hyundai	Elantra	129981	\$326.91	5/28/2004	P	201	0.48	2003	88	0.07	80	76	0.19	543	56	0.05	35
1994	Acura	Integra	163770	\$407.65	2/8/2006	F	154	1	1813	13	0.01	3	130	0.83	1494	16	0.01	12
1987	Chevrolet	Camaro	11790	\$493.79	10/31/2002	P	138	0.13	633	107	0.08	373	94	0.1	385	32	0.01	88
1989	Chevrolet	Caprice	64650	\$499.76	2/2/2006	F	165	0.7	1068	87	0.1	10	148	0.56	667	40	0.08	0
1983	Toyota	Pickup	256852	\$494.68	3/7/2006	T	205	3.49	263	129	0.3	569	217	5.03	183	109	0.67	339
1988	Chevrolet	C 1500 Pickup	297925	\$449.93	4/1/2004	P	171	0.56	1375	65	0.02	90	102	0.18	942	40	0.01	41
1983	Dodge	D250 Pickup	56388	\$314.20	3/14/2006	T	122	0.11	1772	85	0.07	194	66	0.01	1542	47	0.01	201
1988	Toyota	Corolla	234758	\$446.64	1/2/2006	F	118	0.06	3230	224	0.51	1287	47	0.15	922	103	0.25	366
1988	Ford	F150 Pickup	86729	\$125.95	2/7/2004	P	981	0.47	481	114	0.09	628	97	0.02	375	88	0.01	463
1984	Toyota	Tercel	213085	\$375.16	3/16/2006	F	204	0.88	86	161	0.27	497	129	0.65	79	63	0.13	55
1988	Chevrolet	C10 Pickup	159241	\$418.61	7/1/2004	P	178	0.88	1480	64	0.03	993	205	0.81	1225	53	0.02	835
1984	Ford	F150 Pickup	50064	\$287.33	7/12/2004	P	175	2.83	321	83	0.05	768	119	1.95	108	67	0.1	664

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1992	Honda	Civic	237425	\$326.91	3/18/2006	F	142	0.28	1058	101	0.06	180	88	0.2	761	55	0.02	78
1995	Oldsmobile	Achieva	123715	\$326.91	No record		422	0.53	1069	44	0.07	23	284	0.6	1312	52	0.03	39
1986	Chevrolet	Caprice	39794	\$321.97	10/14/2005	F	87	0.08	2187	90	0.08	721	70	0.06	1934	69	0.12	672
1995	Hyundai	Scoupe	137370	\$400.80	11/19/2004	P	128	0.42	1295	92	0.05	201	59	0.39	830	58	0.01	55
1986	Chevrolet	C10 Pickup	45840	\$965.16	2/12/2000	T	215	3.38	959	80	0.82	1004	210	3.5	882	62	0.85	1014
1977	Pontiac	Catalina	57940	\$363.30	7/26/2001	F	191	0.25	991	26	0.01	329	182	0.48	932	22	0.03	44
1980	Chevrolet	Impala	81928	\$463.72	12/18/2001	P	97	3.06	454	77	0.44	994	110	4.13	354	58	0.47	1076
1989	Lincoln	Town Car	54584	\$664.32	3/31/2005	F	205	1.73	788	71	0	523	172	0.74	1006	71	0	523
1984	Toyota	Pickup	198389	\$355.05	4/20/2004	P	51	0.1	1190	21	0.01	98	34	0.07	936	16	0	317
1986	Cadillac	Deville	186970	\$179.45	8/5/2004	F	141	0.53	3402	101	0.12	1084	40	0.37	1690	81	0.13	494
1989	Nissan	Sentra	178903	\$175.70	1/6/2005	P	148	0.27	790	130	0.3	609	105	0.45	672	105	0.59	422
1981	Buick	Regal	57139	\$541.53	7/26/2005	F	155	5.98	208	60	0.25	394	94	4.61	128	32	0.01	881
1992	Honda	Accord	155583	\$355.05	11/12/2005	F	32	0.07	145	14	0.07	201	13	0	1403	22	0.3	54
1988	Honda	Civic	230812	\$175.70	3/22/2004	P	72	0.03	1073	130	0.14	597	68	0.15	652	95	0.37	475
1991	Honda	Accord	201055	\$148.93	6/9/2005	P	82	0.53	872	59	0.46	529	52	0.26	675	45	0.24	383
1996	Chevrolet	Cavalier	139826	\$828.51	3/20/2006	F	88	0.27	542	59	0.06	143	45	0.24	277	29	0.01	52
1995	Mitsubishi	Galant	137335	\$392.55	10/3/2003	P	80	0.32	751	42	0.06	267	66	0.29	788	18	0.03	136
1991	Chevrolet	C 1500 Pickup	229100	\$494.22	11/1/2004	P	734	10.77	57	116	0.05	13	459	7.32	135	55	0.04	10
1985	Pontiac	Bonneville	37574	\$400.80	2/24/2006	F	122	0.47	206	29	0.01	60	111	0.45	96	24	0.07	17
1989	Cadillac	Brougham	90693	\$504.03	1/7/2006	F	378	8.47	178	45	0.12	251	383	8.83	155	64	0.23	175
1986	Oldsmobile	Cutlass Sierra	23054	\$463.32	9/13/2003	P	152	0.38	343	115	0.31	76	105	0.27	151	87	0.57	67
1987	Toyota	Tercel	182656	\$400.80	4/5/2004	P	477	7.24	226	95	0.01	96	506	7.51	184	46	0.02	15
1987	Nissan	Maxima	281337	\$188.20	2/13/2006	P	217	0.25	555	111	0.06	262	88	0.04	121	70	0.03	201
1988	Nissan	Maxima	222389	\$549.02	7/2/2004	P	230	0.72	3071	41	0.01	120	174	0.58	2480	43	0.01	131
1987	Isuzu	PUP	181348	\$894.99	3/20/2006	F	257	5.62	503	138	0.34	782	229	6.7	535	53	0.14	99
1987	Chevrolet	Cavalier	Not Available	\$701.31	9/15/2005	F	121	0.24	72	42	0.16	0	148	0.6	31	46	0.04	335
1987	Nissan	Pickup	83388	\$450.68	4/2/2002	P	64	0.03	2384	134	0.07	51	108	0.6	774	82	0.32	4
1998	Ford	F150 Super Cab Short	180249	\$619.82	6/8/2004	P	16	0.02	984	5	0.01	113	16	0.01	693	10	0.01	74
1983	Buick	Regal	35154	\$523.28	3/3/2005	P	93	3.21	51	26	0.01	58	93	3.37	37	37	0.01	150
1984	Ford	Ranger	12604	\$537.18	12/11/2004	P	281	3.53	1698	120	0.95	25	243	2.2	2451	90	0.77	55
1992	Ford	Taurus	26520	\$479.57	3/23/2006	F	208	8.31	410	110	0.42	732	19	0.1	979	56	0.31	501
1991	Chevrolet	Camaro	155636	\$363.30	9/19/2005	A	130	0.07	458	101	0.24	355	83	0.04	394	79	0.26	297
1987	Toyota	Pickup	235527	\$363.30	4/2/2004	P	105	0.67	354	37	0.01	509	80	1.46	67	22	0.01	231
1991	Honda	Accord	220995	\$485.21	3/9/2006	F	198	2.88	1285	113	0.33	781	224	2.72	1022	65	0.13	703
1994	Lincoln	Town Car	231723	\$877.08	2/6/2006	F	80	0.08	153	30	0.03	15	81	0.05	197	27	0.03	19
1995	Mazda	B-Series	209278	\$450.20	8/10/2004	P	71	0.01	1092	62	0.02	521	187	7.04	216	43	0.11	355
1986	Ford	Crown Victoria	66951	\$588.39	7/23/2004	P	215	0.23	1419	122	0.31	578	173	0.21	913	65	0	666
1987	Cadillac	Brougham	3726	\$550.16	9/14/2005	F	112	1.59	2152	49	0.02	506	163	3.72	1590	36	0.01	494
1985	Chevrolet	S10 Blazer 2WD	38011	\$568.34	2/27/2004	A	3937	5.64	543	51	0.18	497	4132	5.68	559	41	0.02	1065
1980	Buick	Electra	30551	\$327.80	8/5/2002	F	480	8.72	203	140	1.19	883	443	8.45	225	108	0.98	997
1992	Chevrolet	C1500 Pickup	223101	\$250.70	12/13/2005	F	207	0.6	1149	118	0.29	523	98	0.36	635	78	0.32	349
1983	Ford	F150 Pickup	63457	\$213.20	3/4/2006	F	238	5.3	112	60	0.23	66	278	6.36	67	90	1.22	78
1992	Nissan	Sentra	195306	\$363.30	3/15/2006	F	149	0.4	1095	27	0.01	169	83	0.34	699	21	0.01	55
1983	Nissan	Pickup Kingcab	131819	\$541.03	2/13/2001	F	122	2.13	841	96	1.06	46	120	1.71	870	106	1.05	60
1986	Ford	Aerostar	173303	\$629.46	3/13/2006	F	139	1.57	211	76	0.03	480	93	1.57	97	36	0.05	331
1987	Chevrolet	S10 Pickup 2WD	194753	\$596.12	2/9/2005	F	171	0.52	227	68	0.2	4	174	0.53	217	48	0.1	349
1984	Chevrolet	Monte Carlo	96036	\$442.32	9/26/2001	P	1679	3.36	458	34	0.09	32	1635	3.42	429	36	0.08	7

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1992	Nissan	Sentra	189102	\$392.55	2/28/2005	P	141	0.38	260	50	0.07	172	91	0.33	87	36	0.02	95
1986	Nissan	Pickup	148787	\$233.35	7/25/2002	P	110	0.77	1700	120	0.84	729	32	0.35	1789	86	0.56	890
1993	Mazda	Protegé	190675	\$517.59	12/31/2005	F	440	1.82	780	39	0.02	270	297	0.9	793	25	0.01	224
1979	Cadillac	Fleetwood	44552	\$192.06	1/21/2006	F	605	0.34	492	87	0.71	512	226	0.03	752	80	0.92	516
1991	GEO	Metro	63831	\$250.70	1/24/2006	F	185	0.47	3128	96	0.33	884	86	0.32	792	74	0.35	320
1980	Buick	Regal	1529	\$599.26	6/11/2001	F	175	4.32	101	84	0.18	280	169	4.17	71	50	0.02	365
1997	Toyota	Corolla	215382	\$594.89	2/19/2004	P	53	0.1	680	59	0.1	241	33	0.05	749	37	0.29	230
1994	Dodge	Caravan	209639	\$355.05	6/11/2004	P	89	0.27	379	33	0.04	8	77	0.18	610	33	0.07	6
1989	Mercury	Sable	75690	\$556.33	1/28/2005	F	116	0.41	1455	108	0.27	354	83	0.25	956	57	0.29	354
1995	Chevrolet	C1500 Pickup	141190	\$331.45	3/21/2006	F	156	0.54	2373	78	0.22	505	83	0.26	1429	65	0.31	599
1984	Lincoln	Continental	Not Available	\$588.39	6/5/1997	P	164	0.92	572	72	0.33	245	95	0.56	312	60	0.04	233
1985	Nissan	Pickup	177570	\$233.50	4/26/2005	P	370	9.13	169	107	0.54	1089	334	9.78	196	89	0.54	956
1995	Honda	Civic	217450	\$175.70	8/13/2004	P	111	0.64	663	76	0.43	478	62	0.51	184	62	0.35	211
1987	Nissan	Maxima	230536	\$545.33	7/31/2004	P	252	0.8	1826	114	0.13	329	238	0.79	1392	88	0.07	134
1981	Toyota	Corolla	59733	\$676.96	3/18/2006	A	287	3.62	601	143	1.07	1138	152	3.56	395	64	0.64	432
1990	Ford	Aerostar	15328	\$499.49	8/10/2004	F	486	8.94	233	121	0.07	139	493	9.18	243	56	0.04	11
1982	Buick	Regal	12753	\$623.48	11/19/2005	F	153	0.21	3291	128	0.22	96	148	0.41	2896	56	0.19	51
1988	Chevrolet	Corsica	171598	\$364.91	Car from Oregon		176	0.41	2631	24	0.03	0	122	0.32	1930	29	0.04	0
1984	Ford	F150 Pickup	57451	\$578.37	7/20/2005	F	291	3.81	778	44	0.58	22	331	3.82	483	59	0.72	22

Successfully-Repaired Vehicles – Passed Emissions but Failed Visual / Functional Portions of Initial Smog Check

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
2000	Ford	Ranger	145236	\$305.91	9/19/2005	F				7	0.02	94				8	0.01	396
1999	Plymouth	Breeze	120721	\$57.70	2/24/2006	F				55	0.19	422				37	0.17	411
1994	Toyota	Camry	250820	\$356.37	2/27/2004	P				16	0.01	24				11	0.01	46
1998	GMC	C1500	195520	\$423.43	3/5/2004	P				7	0	4				5	0	7
1988	Chevrolet	Camaro	18674	\$148.12	5/7/2003	P				80	0.04	158				60	0.02	119
1991	Chevrolet	S10 Blazer 2WD	381066	\$55.25	8/24/2004	P				89	0.49	148				69	0.13	75
1997	Chevrolet	S10 PickUp	141569	\$304.21	3/9/2004	P				57	0.36	301				37	0.44	124
1985	Mazda	626	85457	\$252.58	Car from Nevada					24	0	399				19	0.02	299
1991	Plymouth	Voyager	192541	\$56.87	7/20/2005	F				96	0.22	1012				68	0.27	735
1988	Ford	Crown Victoria	10764	\$248.07	2/9/2004	P				110	0.02	653				84	0.01	603
1986	Dodge	Caravan	35149	\$158.12	7/19/2005	P				85	0.01	370				55	0.01	379
1992	Oldsmobile	Ninety-Eight	142235	\$56.87	11/11/2004	P				4	0.31	266				5	0.26	77
1986	Mitsubishi	Truck	121735	\$56.87	1/20/2005	F				99	0.14	483				76	0.13	570
1984	Nissan	Pickup	198520	\$56.87	3/17/2006	F				129	0.04	1054				74	0.52	227
1990	GMC	G2500 Vandura	210813	\$364.47	7/21/2005	P				110	0.12	145				72	0.07	132
1988	Ford	Bronco	12574	\$49.45	5/11/2004	P				97	0.63	842				89	0.56	812
1990	Cadillac	Seville	200806	\$66.47	9/26/2005	P				104	0.28	540				81	0.41	286
1993	Buick	Skylark	141968	\$445.50	8/30/2004	P				88	0.3	665				53	0.3	607
2000	Chrysler	Sebring	92817	\$56.87	3/14/2006	F				47	0.04	423				28	0.01	64
1988	Chevrolet	Nova	188676	\$158.12	11/10/2004	P				98	0.67	466				98	0.69	432
1989	Mitsubishi	Mirage	173258	\$958.59	3/23/2006	A				60	0.04	10				36	0.04	6
1986	Ford	Aerostar	136658	\$71.29	4/9/2004	P				128	0.38	1079				68	0.3	400
1999	Chevrolet	C1500 Pickup	99640	\$359.22	9/7/2004	P				45	0.08	127				17	0.02	33

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1993	Ford	E350 Econoline	270827	\$273.37	2/13/2006	F				129	0.2	662				95	0.06	659
1986	Ford	E150 Econoline	80411	\$393.64	3/20/2006	P				50	0.07	80				35	0.09	60
1991	Ford	Ranger	69304	\$241.62	9/22/2003	P				34	0.07	449				9	0.02	457
1994	Pontiac	Firebird	137634	\$63.20	5/19/2004	P				84	0.01	495				41	0.01	451
1982	Chevrolet	El Camino	62906	\$266.89	3/1/2006	F				127	0.15	192				86	0.07	124
1997	Hyundai	Sonata	124280	\$116.95	8/23/2005	F				52	0.07	133				21	0.01	26
1994	Chevrolet	C1500 Pickup	166599	\$54.95	1/21/2004	P				117	0.31	273				73	0.33	207
1989	Chevrolet	Beretta	186627	\$578.25	7/1/2005	F				34	0.04	5				44	0	177
1999	Mitsubishi	Galant	112709	\$1,310.29	1/16/2006	F				7	0.05	3				5	0.01	5
1996	Honda	Accord	170735	\$63.20	7/16/2004	P				55	0.32	427				23	0.06	180
1995	Jeep	Cherokee	127523	\$63.20	4/14/2004	P				79	0.16	491				34	0.04	216
1990	Toyota	Camry	186555	\$54.95	2/2/2004	P				96	0.23	780				63	0.23	745
1995	Ford	Mustang Convertible	133685	\$384.03	5/14/2004	P				71	0.13	182				34	0.1	33
1994	Ford	Thunderbird	169371	\$496.33	3/3/2005	P				43	0.25	682				24	0.05	511
1997	Hyundai	Accent	97381	\$139.95	8/5/2004	P				68	0.06	49				29	0.04	10
1981	Buick	Regal	80729	\$460.77	11/2/2002	P				127	0.14	93				101	0.04	41
1991	Dodge	B250 Van	103561	\$98.95	5/25/2004	P				96	0.12	264				71	0.04	188
1985	Buick	Somerset	23281	\$61.37	6/10/2005	P				34	0	400				29	0	355
1997	Nissan	200 SX	117415	\$175.70	1/7/2006	F				18	0.07	474				6	0.03	664
1992	Dodge	Dakota	184554	\$355.88	11/15/2005	F				110	0.23	552				87	0.21	446
1986	Lincoln	Continental	Not Available	\$63.20	9/1/2004	P				119	0	207				94	0.01	161
1995	Mitsubishi	Galant	134729	\$130.70	5/11/2004	P				72	0.27	537				51	0.14	545
1992	Hyundai	Elantra	100411	\$93.79	1/17/2004	P				124	0.56	673				90	0.34	291
1998	Dodge	Neon	104881	\$485.37	2/15/2006	F				49	0.05	38				32	0.02	324
1980	Pontiac	Firebird	87179	\$61.92	7/15/2003	P				88	0.11	52				78	0.13	23
1993	Mazda	626	272478	\$467.55	6/22/2004	P				83	0.11	681				38	0.04	215
1989	Chevrolet	Caprice	27769	\$65.68	2/4/2004	P				104	0.01	117				80	0.03	94
1987	Chevrolet	Sprint	50961	\$175.07	2/23/2006	A				152	0.2	238				128	0.26	227
1995	Ford	Ranger Super Cab	189539	\$280.64	1/23/2004	P				89	0.24	458				46	0.2	235
1987	Chevrolet	Spectrum	135962	\$92.45	3/5/2004	P				26	0.07	179				22	0.09	68
1996	Saturn	SL	89018	\$499.18	10/16/2002	P				51	0.06	478				35	0.13	299
1979	Chevrolet	C20 Pickup	40574	\$80.36	6/3/2004	F				28	0.1	245				16	0.03	228
1994	Honda	Civic	82487	\$63.20	9/8/2004	P				91	0.19	522				52	0.09	135
1992	Dodge	Caravan	163997	\$129.95	6/11/2004	P				118	0.2	403				65	0.12	234
1984	Oldsmobile	Toronado	73056	\$67.77	1/10/2004	P				116	0.46	377				66	0.03	497
1991	Plymouth	Voyager	206500	\$68.20	11/1/2004	P				121	0.3	639				73	0.15	227
1993	Pontiac	Grand Am	128739	\$203.49	3/18/2006	F				85	0.31	574				33	0.08	70
1996	Ford	Mustang	192028	\$68.20	3/22/2006	F				54	0.17	29				34	0.07	12
1989	GMC	S15 Pickup 2WD	251106	\$174.96	9/7/2005	P				124	0.13	536				72	0.19	80
1988	Chevrolet	S10 Pickup 2WD	157953	\$68.20	7/15/2005	P				126	0.2	101				89	0.17	63
1993	GMC	S15 Sonoma 2WD	99140	\$68.20	3/14/2006	T				95	0.07	416				60	0.03	444
1996	Chevrolet	Cavalier	146106	\$54.95	6/12/2004	P				61	0.09	411				35	0.08	204
1986	Honda	Civic	236942	\$92.45	11/18/2004	P				24	0.02	291				17	0.01	350
1999	Mazda	626	161818	\$63.20	2/28/2005	P				55	0.36	443				26	0.19	204
1994	Ford	Crown Victoria	170034	\$267.77	2/13/2003	P				79	0.18	600				33	0.08	608
1988	Chevrolet	C1500 Pickup	143920	\$63.20	10/10/2005	P				117	0.15	121				68	0.04	83
1984	Pontiac	Bonneville	99688	\$65.68	4/28/2004	P				94	0.17	218				66	0.06	237

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1987	Mercury	Topaz	89947	\$63.20	9/19/2005	P				127	0.12	757				47	0.08	593
1986	Volkswagen	Golf	98861	\$129.95	12/31/2003	P				23	0.01	238				13	0	181
2000	Nissan	Sentra	111879	\$838.08	5/11/2004	P				59	0.24	456				45	0.12	345
1985	Dodge	B250 Van	7102	\$61.92	3/15/2004	P				130	0.62	256				101	0.24	299
1986	Ford	Crown Victoria	99540	\$54.95	7/28/2004	P				126	0.28	653				70	0.04	564
1976	Ford	E150 Econoline	88875	\$129.95	8/7/2003	P				126	0.1	1257				114	0.09	1232
1986	Nissan	Pickup 4WD	148797	\$233.35	7/25/2002	P				31	0.03	52				21	0.01	71
1988	Chevrolet	S10 Blazer 4WD	185961	\$59.95	7/10/2004	P				120	0.31	570				79	0.24	389
1991	Chevrolet	C1500 Pickup	234827	\$68.20	6/4/2004	P				114	0.05	93				64	0.02	82
1988	Ford	E150 Econoline	37703	\$482.91	8/27/2003	P				110	0.01	568				50	0.01	213
1988	Honda	Accord	242254	\$388.80	7/7/2005	A				123	0.32	803				98	0.3	521
1995	Jeep	Cherokee	190440	\$494.40	2/9/2004	P				30	0.02	92				11	0	391
1991	Buick	Regal	87490	\$675.37	7/25/2002	P				70	0.67	352				30	0.41	126
1991	Acura	Legend	210099	\$473.40	12/12/2002	P				80	0.3	726				45	0.08	189
1982	Nissan	Pickup	266759	\$82.24	3/24/2003	P				122	0.16	538				88	0.03	471

Partially-Repaired Vehicles – Left Program before Completely Repaired

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1996	Chevrolet	K1500 Suburban	250541	\$550.90	3/7/2003	P	69	0.05	1271				63	0.06	1199			
1992	Ford	Van	188597	\$125.95	2/24/2005	F	619	1.31	533				670	1.25	611			
1989	Chrysler	LeBaron	126482	\$116.95	11/5/2005	F	133	0.59	159				176	0.76	121			
1986	Honda	Civic	145327	\$244.75	9/6/2005	F	330	3.02	1572				338	3.13	1303			
1983	Ford	Ranger	29500	\$464.35	2/21/2006	F	530	11.23	105				467	9.82	85			
1982	Toyota	Pickup	181722	\$125.95	10/12/2001	P	276	4.27	244				129	0.55	424			
1997	Dodge	Neon	152154	\$116.95	3/2/2006	F	57	0.08	1784				49	0.43	735			
1987	Jeep	Grand Wagoneer	118886	\$584.52	2/25/2004	P	250	3.08	333				147	1.83	135			
1995	Chevrolet	K10 Blazer	13028	\$425.86	4/22/2004	P	192	5.07	523				189	5.03	398			
1996	Hyundai	Sonata	95214	\$766.30	12/8/2004	F	207	4.18	55				484	10.14	64			
1985	Isuzu	Pup	217984	\$231.75	12/30/2004	P	278	4.05	915				287	4.45	830			
1981	Cadillac	Deville	29045	\$391.77	5/12/2005	F	167	6.79	262				197	7.23	321			
1991	Oldsmobile	Ninety-Eight	126890	\$419.25	No record		64	0.6	1627				50	0.67	1373			
1988	Ford	Festiva	168895	\$390.00	8/15/2003	P	92	0.32	1728				45	0.19	1349			
1992	Ford	Escort	74166	\$354.50	2/6/2004	P	406	0.49	837				268	0.4	1058			
1995	Saturn	SL	177362	\$491.49	5/30/2002	P	193	0.91	894				67	0.05	745			
1985	Toyota	Tercel	197740	\$129.95	2/15/2006	F	1708	3.47	587				1723	4	469			
1981	Chevrolet	C20 Pickup	73258	\$361.85	12/30/2005	F	116	9.89	82				106	9.8	72			
1984	Chevrolet	EI Camino	12421	\$751.95	7/9/2003	P	814	1.15	102				1510	3.28	70			
1997	Ford	Tbird	80055	\$514.14	10/4/2001	P	13	0.01	540				11	0.06	341			
1984	Mercury	Cougar	10289	\$129.95	6/19/2003	F	353	5.5	251				221	1.29	475			
1985	Honda	Accord	241355	\$129.95	10/9/2000	P	242	5.45	508				229	5.65	478			
1985	Chevrolet	S10 Blazer 2WD	449	\$773.68	5/5/1999	P	184	1.31	148				166	1.52	94			
1991	Honda	Prelude	113805	\$589.53	2/1/2003	P	105	0.06	1353				76	0.03	2324			
1979	Chevrolet	LUV	3399	\$748.46	7/15/2002	P	105	5.36	187				104	5.46	182			
1989	Ford	Escort	48524	\$54.95	2/1/2005	F	90	0.6	1442				102	1.68	1558			
1980	Chevrolet	C10 Pickup	12925	\$129.95	6/10/1999	P	161	4.43	39				161	4.61	43			

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO

Successfully-Repaired Vehicles -- Registered Outside Bakersfield Area -- No NOx Emissions Requirements

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1989	Nissan	Pickup	254915	\$360.66	3/6/2006	F	695	0.25	N/A	69	0	N/A	127	1.18	N/A	35	0	N/A
1993	Plymouth	Laser	167751	\$398.02	6/20/2005	P	429	0.12	N/A	57	0.06	N/A	115	0.3	N/A	45	0.09	N/A

Vehicle Not Tested -- Needed New Engine

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1987	Dodge	Pickup	191834	\$116.95	10/13/2003	P												

Vehicles Passed Initial Smog Check

Year	Make	Model	Odometer	Total Cost	Prior Smog Check		Pre-Repair ASM 5015			Post-Repair ASM5015			Pre-Repair ASM2525			Post-Repair ASM2525		
					Date	Result	HC	CO	NO	HC	CO	NO	HC	CO	NO	HC	CO	NO
1991	Chevrolet	S10 Blazer 2WD	121748	\$56.87	3/8/2004	P	48	0.03	82				35	0.03	92			
1991	Lexus	ES250	103257	\$56.87	7/22/2004	P	68	0.05	76				41	0.03	51			
2001	Dodge	Stratus 4-DR	62103	\$56.87	10/18/2004	P	16	0.01	29				16	0.01	4			
1992	Ford	Explorer 4-DR	40166	\$62.20	7/10/2003	P	52	0.49	820				16	0.09	704			
1999	Mercury	Sable	123282	\$63.20	3/11/2006	F	17	0.03	50				11	0.01	13			
1994	Saturn	SL	76011	\$54.95	3/28/2005	P	93	0.06	94				54	0.08	55			
1984	Pontiac	Bonneville	99688	\$65.68	4/28/2004	P	94	0.17	218				66	0.06	237			