

EPA Report No.:
EPA-AA-CPSB-83-04

Technical Report

The Effects of Test Vehicle
Mileage on Corporate Average
Fuel Economy Calculations

November, 1983

NOTICE

This is a technical support report for regulatory action and it does not necessarily represent the final EPA decision on regulatory issues. They are intended to present a technical analysis of issues and recommendations resulting from the assumptions and constraints of that analysis. Agency policy constraints or data received subsequent to the date of release of this report may alter the recommendations reached. Readers are cautioned to seek the latest analysis from EPA before using the information contained herein.

U. S. Environmental Protection Agency
Office of Air, Noise, and Radiation
Office of Mobile Sources
Certification Division
Certification Policy and Support Branch
2565 Plymouth Road
Ann Arbor, Michigan 48105

I. Purpose

The purpose of this analysis is to estimate the annual CAFE credit manufacturers obtain by testing vehicles at greater than 4,000 miles accumulation.

II. Background

A. A vehicle's fuel economy performance usually improves with mileage accumulation due to the gradual reduction in friction between various drivetrain parts. This improvement is most rapid during the initial "break-in" period of the vehicle (the first few thousand miles) and gradually levels off at higher mileages (twenty thousand to thirty thousand miles) before eventually declining in fuel economy at very high mileages due to losses in engine efficiency.

B. In 1975, Congress passed the Energy Policy and Conservation Act (EPCA) which mandated a 100 percent improvement in vehicle fuel economy by 1985. The baseline used for this improvement standard was the EPA fuel economy data base using the 1975 test procedures. This data base consisted of emission test vehicles that were required to be at 4,000 miles, \pm 250 miles. Thus, any general increase in average CAFE test vehicle mileages over 4,000 miles will result in CAFE benefits due only to test vehicle mileage effects.

C. Data from several different types of test vehicles go into the CAFE calculation. These vehicle types along with their mileage restrictions are as follows:

1. Certification emission-data vehicles:

These are test vehicles used to demonstrate compliance with emission standards to obtain initial certification. Prior to the issuance of certification cost reduction regulations on October 13, 1981, emission-data vehicles were required to have 4,000 miles (\pm 250 miles) accumulated at the time of testing. The new regulations now allow emission-data vehicles to have accumulated any mileage, as long as it is greater than a minimum mileage for vehicle stabilization, established by the manufacturer. However, if an emission-data vehicle accumulates more than 6,200 miles, the fuel economy results must be factored back to the 4,000-mile baseline.

2. Certification running change vehicles:

These are treated the same as emission-data vehicles, but are used to demonstrate compliance for design changes made after original certification. There has generally been no mileage limitations on these vehicles, except that they be stabilized. However, historically, running change test vehicles averaged 4,000 miles. Unlike emission-data vehicles, data from running change vehicles are not factored for mileage accumulation over 6,200 miles.

3. Fuel economy data vehicles:

These are vehicles used specifically for generating fuel economy data. These vehicles may, for example, have originally been emission-data vehicles, running change vehicles, or development vehicles. These too must be stabilized, but there is an upper limit of 10,000 miles accumulation. EPA allows up to 10,000 miles on FEDV's so that manufacturers can make increased use of the vehicles by repeated reconfiguration and retesting. In providing this greater test mileage flexibility, EPA did not intend nor expect that the fuel economy data would become biased so as to decrease the representativeness of label values or the stringency of the fuel economy standards.

D. To the extent that manufacturers now use test vehicles for fuel economy testing that have accumulated greater than 4,000 miles, their CAFE's will be higher than they would have been if the 4,000 miles had been adhered to since 1975. This increase is not due to design improvements that are reflected in actual in-use reductions in fuel consumption. Therefore, manufacturers may be getting false credit in their CAFE's due to a technical loophole.

E. Average FEDV mileages have increased since 1975. For all manufacturers, the average FEDV mileage was 4,900 for the 1983 model year (non-sales weighted), and peaked at 5,500 miles in the 1980 model year. Although this does not appear to be a significant increase over the 4,000-mile 1975 baseline, there was a wide variance in the test mileages for each model year (standard deviations of 950 miles to 1,600 miles). A significant amount of tests were conducted at mileages much greater than the average. Since CAFE is a sales-weighted average, the CAFE benefit from high-mileage test vehicles depends upon the sales representation of the test vehicle as well as the mileage. This report quantifies that benefit.

III. Data Analysis

A. General Methodology

The basic approach used to quantify the CAFE credit attributable only to test vehicle mileage was to adjust test results generated at over 4,250 miles to the 4,000-mile level and evaluate new CAFE's. These were then subtracted from the original CAFE's to obtain the mileage credit for each manufacturer and each CAFE class.

The equation used to factor test results to the 4,000-mile level was developed as part of a proposed fuel economy rulemaking (FR 26698, June 9, 1983), in which EPA proposed the equation to adjust test values generated from vehicles at over 6,200 miles, for labeling purposes only. This same equation was implemented in the October 13, 1981 rulemaking, applying it to emission-data vehicles at over 6,200 miles (FR 50498, October 13, 1981). The equation is as follows:

$$FE_{4,000m} = FE_T [0.969 + 0.842 \times 10^{-5} (m)]^{-1}$$

Where: $FE_{4,000m}$ = Fuel economy data adjusted to
4,000-mile test point

FE_T = Tested fuel economy value

The equation was derived by examining mileage effects on fuel economy within the fuel economy and certification data base for the 1977 through the 1981 model years. A detailed report on this derivation is attached and is titled, "The Effect of Vehicle Mileage Accumulation on Tested Fuel Economy."

For each CAFE category, individual test results that went into the original CAFE calculation were factored (adjusted to the estimated level at 4,000 miles) if the vehicle that generated the results had accumulated more than 4,250 miles. The CAFE was then recalculated with the adjusted test results using the same sales distribution as the original CAFE calculation. The fuel economy "mileage credit" is the original CAFE value minus the adjusted CAFE value, for each model year, manufacturer, and CAFE category.

Summary statistics were also derived for average test vehicle mileages in order to illustrate trends in mileage accumulation. These are illustrated in Figures 1 through 3.

B. Data Base Used

CAFE recalculations were performed for the 1979 through 1982 model years.¹ The 1981 model year was the last model year for which we had a complete CAFE data base at the time of the analysis. The 1982 model year was partially incomplete, missing final CAFE data for AMC and Chrysler. In order to reduce the complexity of the analysis, only the top ten sales manufacturers' CAFE's were examined. They account for approximately 95 percent of U. S. sales. These manufacturers are American Motors, Chrysler, Ford, General Motors, Honda, Nissan, Toyo Kogyo, Toyota, Volkswagen, and Fuji. Separate CAFE standards apply to the categories of passenger automobiles, 2-wheel-drive trucks, and 4-wheel-drive trucks. Therefore, those categories were examined for each of the ten manufacturers.

For the mileage accumulation trend analysis, data were available for the 1976 through the 1983 model years. This data base consisted of all passing valid tests used to support certification, fuel economy labeling, and CAFE's. The vehicles generating the data were emission-data vehicles, fuel economy data vehicles, and running change vehicles. This amounted to about 33,000 data points.

IV. Results

A. Mileage Accumulation Trends

Figures 1 and 2 illustrate average test vehicle mileages for the 1976 through the 1983 model years. As can be seen from the overall trend line, the average mileage of vehicles when tested has generally increased over these years. Although the average test mileage for these years was only approximately 4,500 miles (only a 500-mile increase over the 1975 baseline), nearly 20 percent of the test mileages were in the 5,000- to 10,000-mile range. The impact of these higher mileage vehicles is not necessarily indicated by their proportion in the total population. Their impact on CAFE is

1. CAFE standards went into effect in the 1978 model year; however, EPA records for that year are not readily accessible and may not be analytically compatible with subsequent model years.

Figure 1

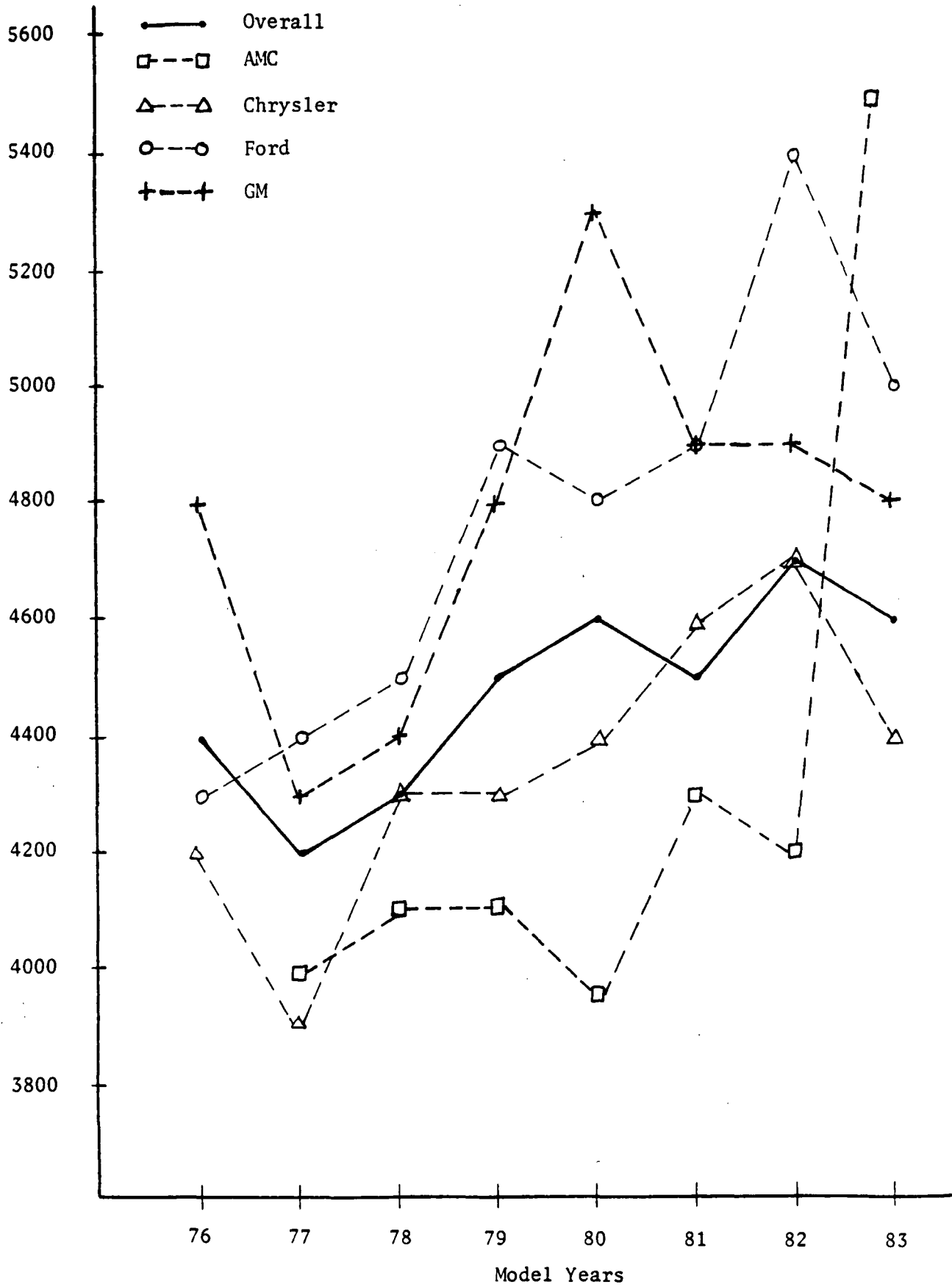
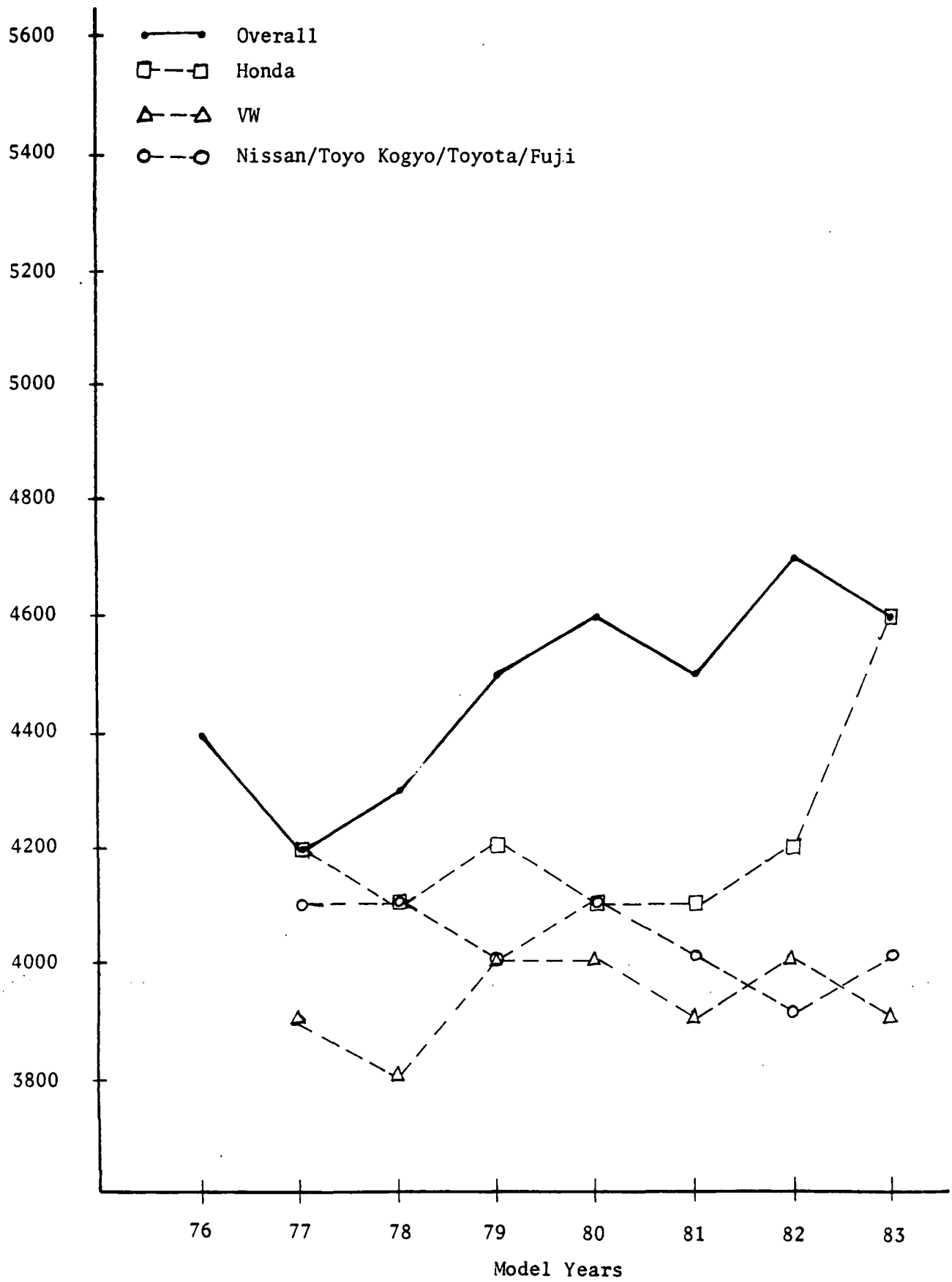


Figure 2



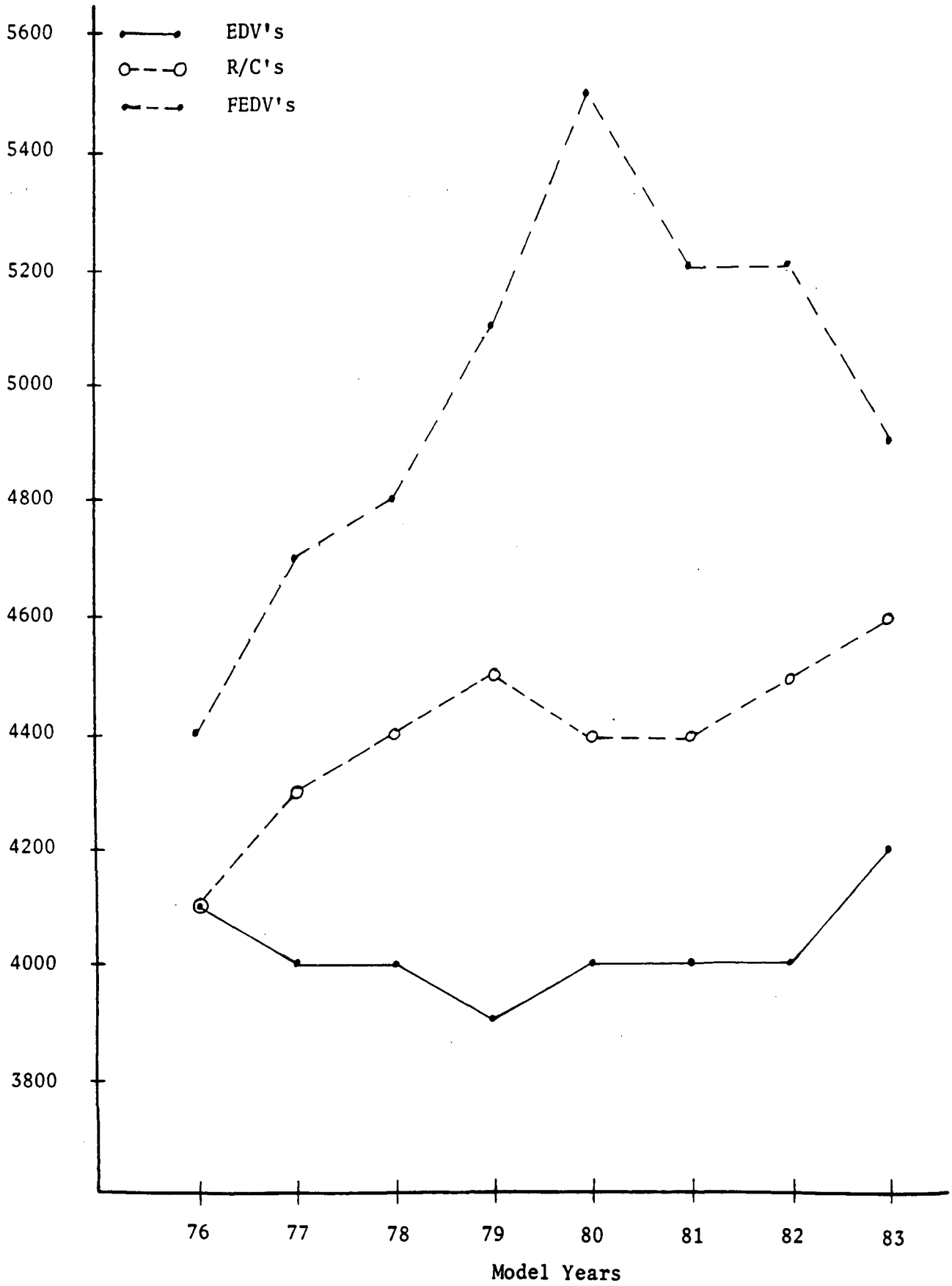
dependent on the sales fraction they represent in a manufacturer's product line. Thus, these mileage data only serve the purpose of illustrating the trends toward higher test vehicle mileages since 1975, but do not accurately reflect CAFE impacts.

On a manufacturer-specific basis, Figures 1 and 2 also illustrate individual manufacturer trends and compare general manufacturer positions. Domestic manufacturers, particularly General Motors and Ford, test their vehicles at significantly higher mileages than the foreign manufacturers. General Motors, Ford, and Chrysler also have tended to increase their average test mileages over those model years. American Motors tended to look more like the foreign manufacturers until 1982 when they exhibited a drastic increase in average test mileage. In general, with the exception of Honda, foreign manufacturers do not appear to have made an overall effort to test at higher mileages. Their averages have remained at near the 4,000-mile baseline through the years. It appears that Honda has greatly increased test mileage in 1982 and 1983.

Average test mileages of each of the previously described vehicle types are plotted by model year in Figure 3. It can be seen that on an overall average, FEDV's test mileages increased rapidly until the 1980 model year, then dropped off. It is not clear why this peak occurred, but from Figure 1 it appears to be heavily influenced by General Motors. (However, the General Motors peak is also unexplained.) Running change vehicles have exhibited a steady rise in test mileages, also exhibiting a slight peak in the 1979 model year. As expected, the EDV test mileages remained steady at around 4,000 miles, until the 1983 model year. For the 1983 model year, new rules took effect that allow manufacturers to test EDV's at any mileage. Although this was originally intended to save manufacturers money by running them at less than 4,000 miles, average EDV mileage data indicate an increase in mileage, presumably to obtain a fuel economy advantage. This increase in overall average EDV test mileage was nearly entirely due to the increases of American Motors, Chrysler, and Honda for 1983. (General Motors had a small increase of 200 miles over 1982.)

To summarize the test mileage trends, the overall trend from the 1975 baseline of 4,000 miles had to increase test mileage. The domestic manufacturers have tended to accumulate significantly more miles than the foreign manufacturers. Manufacturers appear to be using the new flexibility to test EDV's at higher mileages beginning in the 1983 model year, as evidenced by the increase in average EDV test mileages between the 1982 and 1983 model years.

Figure 3



B. CAFE Impacts

The results of the CAFE recalculations for the 1979 through 1982 model years are shown in Tables 1 through 3. Each table represents a CAFE category and lists the mpg offset from high test vehicle mileage for each manufacturer and model year. For the latest available complete model year (1982) the passenger automobile overall sales-weighted CAFE offset is 0.18 mpg. For two-wheel drive light-duty trucks the 1982 offset is 0.44 mpg, and for four-wheel drive light-duty trucks, the 1982 offset is 0.19 mpg.

Table 1

Passenger Automobiles

[CAFE Original - CAFE Adjusted]

<u>Manufacturer</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>
AMC	0.01	0.01	0.27	0.01
Chrysler	0.06	0.07	0.27	0.25
Ford	0.18	0.11	0.09	0.20
Fuji	0.06	0.14	0.04	0.03
GM	0.21	0.26	0.50	0.23
Honda	0.05	0.01	0.01	0.14
Nissan	0.02	0.02	0.01	0.01
Toyo Kogyo	0.00	0.00	0.01	0.02
Toyota	0.00	0.07	0.00	0.02
VW	<u>0.07</u>	<u>0.02</u>	<u>0.01</u>	<u>0.01</u>
Sales Weighted Average:	0.17	0.18	0.29	0.18

Table 1 shows the passenger automobile CAFE offsets for each manufacturer. The overall averages for the 1979 through 1982 model years appear to be fairly constant except for the 1981 model year average. Looking more closely at the sources of the 1981 increase, Table 1 shows that three manufacturers, AMC, Chrysler, and GM, accounted for virtually all of the 1981 offset. GM, in particular, had nearly double the offset of either AMC or Chrysler, and since the overall averages are sales-weighted, the high GM offset had a strong influence on the average value. However, in the 1982 model year, AMC and GM significantly reduced their offsets to values closely in line with the 1979 and 1980 model years. In

contrast, for 1982, Ford exhibited an increase in their offset after showing decreases for the 1979 through 1981 model years. Given these fluctuations in offsets over these years, there does not seem to be a clear trend of increasing or decreasing offsets for any domestic manufacturer.

As reflected in the mileage accumulation trends (Figures 1 and 2), the domestic manufacturers have consistently exhibited higher passenger automobile CAFE offsets than the foreign manufacturers. The exception to this is VW, which is actually a domestic manufacturer but shows consistently very small offsets as do the Japanese manufacturers. All of the Japanese manufacturers had negligible offsets for all model years for passenger cars, except for Honda which showed a significant increase for 1982. This increase is also reflected in Honda's mileage accumulation trend (Figure 2).

Table 2

Light-Duty Trucks, 2-Wheel Drive

[CAFE_{Original} - CAFE_{Adjusted}]

<u>Manufacturer</u>	<u>1979</u>	<u>1980</u>	(mpg)	<u>1981</u>	<u>1982</u>
		No		No	
		Vehicles		Vehicles	
AMC	0.30				0.00
Chrysler	0.01**	0.13		0.08	0.16**
Ford	0.23**	0.34		0.34	0.30**
GM	0.19**	0.36		0.14	0.81
Nissan	0.00**	0.00		0.07	0.01
Toyo Kogyo	0.00**	0.00		0.00	0.00
Toyota	0.00**	0.00		0.01	0.01
VW	<u>0.00**</u>	<u>0.00</u>		<u>0.00</u>	<u>0.00</u>
Sales Weighted Average:	0.16**	0.29		0.19	0.44

** - Combined with 4-wheel drive trucks as a manufacturer option.

Table 3

Light-Duty Trucks, 4-Wheel Drive

[CAFE_{Original} - CAFE_{Adjusted}]

<u>Manufacturer</u>	<u>1979</u>	<u>1980</u>	(mpg)	<u>1981</u>	<u>1982</u>
AMC	0.00	0.00		0.09	0.02
Chrysler	**	0.08		0.13	0.16**
Ford	**	0.22		0.24	0.30**
GM	**	0.34		0.34	0.18
Nissan	**	0.00		0.03	0.00
Toyota	**	<u>0.00</u>		<u>0.00</u>	<u>0.00</u>
Sales Weighted Average:	**	0.18		.16	0.19

** - See 2-wheel drive trucks for combined 2-wheel drive and 4-wheel drive results.

Tables 2 and 3 show the 1979 through 1982 CAFE offsets for the two light-duty truck classes. These classes are more difficult to analyze because some manufacturers in some model years elected to combine the two-wheel drive (2WD) and four-wheel drive (4WD) vehicles into one CAFE class. (These occurrences are indicated in Tables 2 and 3.)

The overall 2WD averages widely fluctuate over the 1979 through 1982 model year span. This fluctuation appears to be caused primarily by GM's offset fluctuation over that period. In particular, the overall 1982 2WD average of 0.44 mpg was due to GM's offset of 0.81 mpg which is more than twice any other manufacturer's offset. As with the passenger car class, Volkswagen and the Japanese manufacturers exhibited virtually no offset due to test vehicle mileage accumulation, whereas the domestic manufacturers were usually in the 0.15 mpg to 0.35 mpg range.

The 4WD class (Table 3) showed much the same pattern as the 2WD class concerning domestic manufacturers versus the Japanese manufacturers, although there were only two Japanese manufacturers in this class. However, AMC showed virtually no offset for its 4WD trucks. Overall, the offsets for this class tended to be lower than in the 2WD class, and GM did not exhibit the same fluctuations as they did in the 2WD class. (In fact, GM showed a significant offset drop in 1982 for this class.)

In summary, for the four model years where we have been able to recalculate CAFE's, the CAFE offsets vary greatly between manufacturers. However, domestic manufacturers tend to account for virtually all of the overall offsets. Except in a few cases, the CAFE offsets show no definite model year trends. However, our average vehicle test mileage data for the 1976 through 1983 model years indicates a general trend of increasing test vehicle mileage accumulation.

ATTACHMENT

-14-

The Effect of Vehicle Mileage Accumulation on Tested Fuel Economy

by

Kevin R. Tuckey

February 1981

Notice

This is a technical support report for regulatory action and it does not necessarily represent the final EPA decision on regulatory issues. They are intended to present a technical analysis of issues and recommendations resulting from the assumptions and constraints of that analysis. Agency policy constraints or data received subsequent to the date of release of this report may alter the recommendations reached. Readers are cautioned to seek the latest analysis from EPA before using the information contained herein.

Technical Support Section
Certification Policy and Support Branch
Office of Mobile Source Air Pollution Control
U.S. Environmental Protection Agency

Background

EPA currently accepts fuel economy test data generated by vehicles with up to 10,000 miles accumulation on the drivetrain system. These data and data generated near the standard 4,000-mile test point are all used in the calculation of fuel economy values for the fuel economy labels and the Corporate Average Fuel Economy (CAFE). The vehicles tested above the standard 4,000-mile test point tend to produce higher measured fuel economy values than they would at the 4,000-mile test point. This increase is perhaps due to the effect of vehicle break-in which reduces drivetrain friction. The higher measured fuel economy value tends to bias upward the fuel economy calculations for labeling and CAFE when compared to calculations using only data generated close to the standard test point. EPA is proposing to adjust test values back to the projected 4,000-mile level when the mileage accumulation at the test point significantly influences the measured fuel economy value. This document presents the derivation of the proposed adjustments.

Data

We have examined several previous studies of mileage effects on tested fuel economy values. All of these previous studies were based on either certification emission durability vehicles, tested to 50,000 miles, or data from in-use fleets of vehicles. The durability data includes only two test points, at 5,000 and 10,000 miles, within the allowable range of testing for fuel economy calculation data. The in-use data included the effects of different drivers, vehicle maintenance, weather, etc. These variables can effect measured fuel economy values as much or more than the increase in vehicle mileage, thus preventing an analysis of the data for mileage effects alone. Therefore, we judged the existing studies of mileage effects on fuel economy as inadequate for our purposes.

To perform our own study of the effect of mileage accumulation on measured fuel economy values, we used the actual data being submitted to EPA for fuel economy calculation, i.e., the emission certification and fuel economy data vehicles. We examined all data with valid and passing emission tests that could have been used for fuel economy calculations, even if that particular test had not been selected or needed for the fuel economy calculation.

These data were then grouped by subconfiguration (a unique combination of engine displacement, fuel system, transmission, engine calibration, axle ratio, test weight, and road-load horsepower). Those groups were sorted to find groups that contained at least one city/highway test pair at (or within 250 miles of) the standard 4,000-mile test point, and another city/highway test pair at a test point more than 4,000 miles. There were over 800 tests that met these criteria. Multiple tests were averaged to include all available data, thus minimizing lab-to-lab and test-to-test differences in these data. These averaged data were normalized to a ratio

This equation gives a maximum correction factor of 5.3 percent at 10,000 miles. For example, a vehicle tested at 10,000 miles with test results of 25.0 mpg city and 35.0 mpg highway would be adjusted to the 4,000-mile test point fuel economy with values of 23.7 and 33.2 mpg. The benefit of the increased mileage on these test results were thus estimated to be about 1.3 mpg in the city and 1.8 mpg in the highway value.

Attachments

ATTACHMENT I

Sources of the Data Points Used in the Analysis
Distribution by Manufacturer and Model Year

<u>Manufacturer</u>	<u>Model Year</u>					<u>Mfr.</u>
	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>Total</u>
AMC	--	4	--	--	12	16
Chrysler	--	8	8	26	32	74
Ford	4	36	46	64	40	190
GM	8	54	78	32	36	208
Fiat	--	--	8	4	--	12
Model Year Total	12	102	140	126	120	500

ATTACHMENT II

Regression Results

<u>Regression</u>	<u>Data</u>	<u>R. Coef.</u>	<u>Std. Error</u>	<u>Equation</u> ¹	<u>Correction Factors at Various Test Points</u> ²		
					<u>4000</u>	<u>6200</u>	<u>10000</u>
Linear	City	0.421	0.027	$-.969 + .820 \times 10^{-5}(m)$	1.0018	1.0198	1.0510
	Highway	0.407	0.030	$-.969 + .862 \times 10^{-5}(m)$	1.0035	1.0224	1.0552
	All	0.413	0.029	$-.969 + .842 \times 10^{-5}(m)$	1.0027	1.0212	1.0532
Logarythmic	City	0.427	0.027	$-.596 + .488 \times 10^{-1}(\ln m)$	1.0007	1.0221	1.0455
	Highway	0.422	0.030	$-.566 + .526 \times 10^{-1}(\ln m)$	1.0023	1.0253	1.0505
	All	0.424	0.028	$-.581 + .507 \times 10^{-1}(\ln m)$	1.0015	1.0237	1.0480
2nd Order	City	0.429	0.027	$-.940 + .182 \times 10^{-4}(m) + -.795 \times 10^{-9}(m)^2$	1.0001	1.0223	1.0425
	Highway	0.439	0.029	$-.899 + .331 \times 10^{-4}(m) + -.195 \times 10^{-8}(m)^2$	1.0002	1.0293	1.0350
	All	0.432	0.028	$-.920 + .256 \times 10^{-4}(m) + -.138 \times 10^{-8}(m)^2$	1.0003	1.0257	1.0380
3rd Order	City	0.439	0.027	$-.764 + .109 \times 10^{-3}(m) + -.157 \times 10^{-7}(m)^2 + -.770 \times 10^{-12}(m)^3$	0.9981	1.0198	1.0540
	Highway	0.440	0.029	$-.853 + .571 \times 10^{-4}(m) + -.587 \times 10^{-7}(m)^2 + -.202 \times 10^{-12}(m)^3$	1.0004	1.0295	1.0390
	All	0.435	0.028	$-.808 + .832 \times 10^{-4}(m) + -.108 \times 10^{-7}(m)^2 + .485 \times 10^{-12}(m)^3$	0.9990	1.0243	1.0450

1. m = System miles accumulated prior to test point. For system kilometers, divide the kilometers by 1.609344 to get miles or adjust the multiplicative constants in the equations.
2. To find the percent increase, subtract one from the factor and multiply by 100. For example, linear correction factor at 10,000 miles = 1.0532 or 5.32 percent increase.

The following pages contain the data points used in this analysis. Each grouping of data contains the individual test result(s) for a given subconfiguration at a test point (separately for city and highway tests). The last line in each group, denoted by an indented manufacturer's name, contains the following:

- A. The harmonically averaged fuel economy value.
- B. The standard four thousand mile test points harmonically averaged fuel economy values (FE 4K).
- C. The ratio of (A) divided by (B).

The headings are defined as follows:

MFR - Manufacturer of the vehicle.

ACYR - Active model year the test point is used for.

K - Code number, unique for each subconfiguration. This number has been assigned by the computer to sort the groups but cannot be used to identify what parameters were unique to the subconfiguration.

TNUM - Test number, assigned by EPA.

TPRO - Test procedure: C:1 - City test cycle; H:2 - Highway test cycle.

ODO - Odometer, in miles, at the test point.

RWMG - Rounded miles per gallon at the test point.

TTYP - Test type: EM:1 - Emission data vehicle;
FE:2 - Fuel economy data vehicle.

CTD - Certification test disposition;

PCRT¹ - Passed emission standards, used for emission certification.

PNCT¹ - Passed emission standards, not used for emission certification.

FED - Fuel economy disposition;

USED² - Used for fuel economy calculations.

NTUS² - Not used for fuel economy calculations.

1. PCRT, PNCT--EPA uses only one test, coded PCRT, to issue on Emission Certificate of Conformity, the other tests that pass the emission standards but are not used are coded PNCT.

2. USED, NTUS--EPA is restricted in its selection of fuel economy data for use in fuel economy calculations. Data that is used in these calculations are coded USED, data that were not selected are coded NTUS.

MFR	ACYR	K	TNUM	TPRO	QDO	RWMC	TTYP	CTO	FED	INT#	VRSN	VID
FORD	77	358	771228	C : 1	3857.0	20.8	EM:1	PCRT	USED	157500		721-2.3-F-28
FORD	77	358	771207	C : 1	4232.0	21.8	EM:1	PCRT	USED	157400		7E1-2.3-F-28
----	FORD	77			4044.6	21.1	FE4K:	21.1	RATIO:	1.0000		
FORD	77	358	71502	C : 1	5233.0	22.8	FE:2	PNCT	USED	157400		7E1-2.3-F-28
----	FORD	77			5233.0	22.8	FE4K:	21.1	RATIO:	1.0841		
FORD	77	358	771202	HW:2	3918.8	29.2	EM:1	PNCT	USED	157500		721-2.3-F-28
FORD	77	358	771208	HW:2	4244.0	29.2	EM:1	PCRT	USED	157400		7E1-2.3-F-28
----	FORD	77			4061.4	29.2	FE4K:	29.2	RATIO:	1.0000		
FORD	77	358	71522	HW:2	5245.0	29.3	FE:2	PNCT	USED	157400		7E1-2.3-F-25
----	FORD	77			5245.0	29.3	FE4K:	29.2	RATIO:	1.0034		
GM	77	448	71528	C : 1	4217.0	24.5	FE:2	PNCT	NTUS	188603		7125C6
----	GM	77			4217.0	24.5	FE4K:	24.5	RATIO:	1.0000		
GM	77	448	71529	C : 1	4288.0	25.7	FE:2	PNCT	NTUS	188603		7125C6
GM	77	448	71527	C : 1	4366.0	25.0	FE:2	PNCT	NTUS	188603		7125C6
GM	77	448	71523	C : 1	4562.0	24.9	FE:2	PNCT	NTUS	188603		7125C6
GM	77	448	71524	C : 1	4811.0	24.2	FE:2	PNCT	NTUS	188603		7125C6
GM	77	448	773674	C : 1	4659.0	24.9	FE:2	PNCT	USED	188603		7125C6
GM	77	448	773787	C : 1	4702.0	24.7	FE:2	PNCT	USED	188603		7125C6
----	GM	77			4531.3	24.9	FE4K:	24.5	RATIO:	1.0180		
GM	77	448	71526	HW:2	4224.0	34.3	FE:2	PNCT	NTUS	188603		7125C6
----	GM	77			4224.0	34.3	FE4K:	34.3	RATIO:	1.0000		
GM	77	448	71530	HW:2	4299.0	35.4	FE:2	PNCT	USED	188603		7125C6
GM	77	448	71528	HW:2	4384.0	33.8	FE:2	PNCT	NTUS	188603		7125C6
GM	77	448	773675	HW:2	4670.0	34.3	FE:2	PNCT	NTUS	188603		7125C6
GM	77	448	773788	HW:2	4713.0	34.7	FE:2	PNCT	USED	188603		7125C6
----	GM	77			4520.0	34.5	FE4K:	34.3	RATIO:	1.0070		
GM	77	582	71736	C : 1	4129.0	12.0	FE:2	PNCT	NTUS	230501		7331S1
----	GM	77			4129.0	12.0	FE4K:	12.0	RATIO:	1.0000		
GM	77	582	773918	C : 1	4532.0	12.1	FE:2	PNCT	USED	230501		7331S1
----	GM	77			4532.0	12.1	FE4K:	12.0	RATIO:	1.0083		
GM	77	582	71736	HW:2	4140.0	17.2	FE:2	PNCT	USED	230501		7331S1
----	GM	77			4140.0	17.2	FE4K:	17.2	RATIO:	1.0000		
GM	77	582	773919	HW:2	4543.0	17.7	FE:2	PNCT	NTUS	230501		7331S1
----	GM	77			4543.0	17.7	FE4K:	17.2	RATIO:	1.0291		
AMC	78	949	80350	C : 1	3760.0	21.1	EM:1	PNCT	USED	278600		P74-215
AMC	78	949	781188	C : 1	3787.0	21.6	EM:1	PCRT	NTUS	278600		P74-215
----	AMC	78			3773.5	21.3	FE4K:	21.3	RATIO:	1.0000		
AMC	78	949	90108	C : 1	4710.0	20.5	EM:1	PNCT	USED	390100		D84-115
----	AMC	78			4710.0	20.5	FE4K:	21.3	RATIO:	0.9803		
AMC	78	949	781191	HW:2	3818.0	33.1	EM:1	PNCT	USED	278600		P74-215
----	AMC	78			3818.0	33.1	FE4K:	33.1	RATIO:	1.0000		
AMC	78	949	90111	HW:2	4721.0	32.2	EM:1	PNCT	USED	390100		D84-115
----	AMC	78			4721.0	32.2	FE4K:	33.1	RATIO:	0.9728		
CHRY	78	1068	82729	C : 1	3812.0	18.9	EM:1	PNCT	USED	362200		A213
----	CHRY	78			3812.0	18.9	FE4K:	18.9	RATIO:	1.0000		
CHRY	78	1068	785308	C : 1	4928.3	18.8	EM:1	PCRT	USED	363200		A243R
----	CHRY	78			4928.3	18.8	FE4K:	18.9	RATIO:	0.9941		
CHRY	78	1068	82730	HW:2	3823.0	21.5	EM:1	PNCT	USED	362200		A213
CHRY	78	1068	785250	HW:2	3883.7	23.0	EM:1	PNCT	NTUS	362200		A213
----	CHRY	78			3853.3	22.2	FE4K:	22.2	RATIO:	1.0000		
CHRY	78	1068	82728	HW:2	4879.0	20.5	EM:1	PNCT	NTUS	363200		A243R
CHRY	78	1068	785307	HW:2	4939.0	21.7	EM:1	PNCT	USED	363200		A243R
----	CHRY	78			4909.0	21.1	FE4K:	22.2	RATIO:	0.9486		
CHRY	78	1070	81424	C : 1	3873.0	18.6	EM:1	PNCT	USED	325700		A201
CHRY	78	1070	784024	C : 1	3973.4	18.4	EM:1	PCRT	NTUS	325700		A201
----	CHRY	78			3923.2	18.5	FE4K:	18.5	RATIO:	1.0000		
CHRY	78	1070	81651	C : 1	7898.0	14.0	EM:1	PNCT	NTUS	328200		A206R
CHRY	78	1070	783460	C : 1	7759.0	14.9	EM:1	PCRT	USED	328200		A206R
----	CHRY	78			7728.5	14.4	FE4K:	16.5	RATIO:	0.8749		
CHRY	78	1070	81425	HW:2	3884.0	25.8	EM:1	PNCT	USED	325700		A201
CHRY	78	1070	783928	HW:2	3992.0	25.3	EM:1	PNCT	NTUS	325700		A201
----	CHRY	78			3938.0	25.5	FE4K:	25.5	RATIO:	1.0000		
CHRY	78	1070	81652	HW:2	7709.0	22.5	EM:1	PNCT	USED	328200		A206R
CHRY	78	1070	783461	HW:2	7771.1	23.5	EM:1	PNCT	NTUS	328200		A206R
----	CHRY	78			7760.1	23.0	FE4K:	25.5	RATIO:	0.8999		
FORD	78	1117	81313	C : 1	3993.0	12.7	EM:1	PNCT	NTUS	315600		8L1-400-F-211
FORD	78	1117	783251	C : 1	4102.0	12.4	EM:1	PCRT	USED	315600		8L1-400-F-211
----	FORD	78			4047.5	12.5	FE4K:	12.5	RATIO:	1.0000		
FORD	78	1117	90284	C : 1	4742.0	11.9	EM:1	PNCT	NTUS	315600		8L1-400-F-211
----	FORD	78			4742.0	11.9	FE4K:	12.5	RATIO:	0.9483		
FORD	78	1117	81314	HW:2	4025.0	15.3	EM:1	PNCT	NTUS	315600		8L1-400-F-211
FORD	78	1117	783250	HW:2	4120.0	17.4	EM:1	PNCT	USED	315600		8L1-400-F-211
----	FORD	78			4072.5	18.3	FE4K:	18.3	RATIO:	1.0000		
FORD	78	1117	90285	HW:2	4753.0	17.4	EM:1	PNCT	NTUS	315600		8L1-400-F-211
----	FORD	78			4753.0	17.4	FE4K:	18.3	RATIO:	1.0886		
FORD	78	1122	82373	C : 1	3919.0	11.6	EM:1	PNCT	NTUS	324700		8A1-400-F-220
----	FORD	78			3919.0	11.6	FE4K:	11.6	RATIO:	1.0000		
FORD	78	1122	783189	C : 1	6051.0	12.2	EM:1	PCRT	USED	324700		8A1-400-F-220
----	FORD	78			6051.0	12.2	FE4K:	11.6	RATIO:	1.0517		
FORD	78	1122	82374	HW:2	3930.0	16.4	EM:1	PNCT	NTUS	324700		8A1-400-F-220
----	FORD	78			3930.0	16.4	FE4K:	16.4	RATIO:	1.0000		
FORD	78	1122	783188	HW:2	6089.8	16.9	EM:1	PNCT	USED	324700		8A1-400-F-220
----	FORD	78			6069.8	16.9	FE4K:	16.4	RATIO:	1.0305		
FORD	78	1136	80991	C : 1	3925.0	29.9	EM:1	PNCT	NTUS	301700		892-1.6-D-3
FORD	78	1136	782456	C : 1	3972.0	29.9	EM:1	PCRT	USED	301700		892-1.6-D-3
----	FORD	78			3948.5	29.4	FE4K:	29.4	RATIO:	1.0000		
FORD	78	1136	82235	C : 1	7195.0	29.6	FE:2	PNCT	USED	259202		892-1.6-C-6
----	FORD	78			7195.0	29.6	FE4K:	29.4	RATIO:	1.0071		
FORD	78	1136	80990	HW:2	3995.0	41.3	EM:1	PNCT	NTUS	301700		892-1.6-D-3
FORD	78	1136	782456	HW:2	3983.0	42.6	EM:1	PNCT	USED	301700		892-1.6-D-3
----	FORD	78			3939.0	41.9	FE4K:	41.9	RATIO:	1.0000		

MFR	ACYR	K	TNUM	TPRO	QDO	RWHG	TTYP	CTD	FED	INT#	VRSN	VID
GM 78		1353	82999	C : 1	3928.0	25.1	FE:2 PNCT NTUS		338502			81W1-240F
----	GM 78	1353		1	3928.0	25.1	FE4K: 25.1 RATIO:		1.0000			
GM 78		1353	83157	C : 1	4785.0	25.5	FE:2 PNCT NTUS		322703			81W1-195F
----	GM 78	1353	788399	C : 1	4887.4	25.3	FE:2 PNCT USED		322703			81W1-195F
----	GM 78	1353		1	4831.2	25.4	FE4K: 25.4 RATIO:		1.0119			
GM 78		1353	786081	HW:2	4218.0	30.1	FE:2 PNCT NTUS		338502			81W1-240F
----	GM 78	1353	83000	HW:2	4219.0	32.9	FE:2 PNCT NTUS		338502			81W1-240F
----	GM 78	1353		2	4218.5	31.4	FE4K: 31.4 RATIO:		1.0000			
GM 78		1353	83158	HW:2	4808.0	34.0	FE:2 PNCT NTUS		322703			81W1-195F
----	GM 78	1353	788400	HW:2	4878.5	34.5	FE:2 PNCT USED		322703			81W1-195F
----	GM 78	1353		2	4842.3	34.2	FE4K: 31.4 RATIO:		1.0894			
GM 78		1378	82198	C : 1	4003.0	16.4	FE:2 PNCT USED		304801			81Y2-141F
----	GM 78	1378		1	4003.0	16.4	FE4K: 16.4 RATIO:		1.0000			
GM 78		1378	83208	C : 1	6747.0	16.3	FE:2 PNCT USED		375702			81Y2-7X178F
----	GM 78	1378		1	6747.0	16.3	FE4K: 16.4 RATIO:		0.9939			
GM 78		1378	82197	HW:2	4014.0	22.8	FE:2 PNCT USED		304801			81Y2-141F
----	GM 78	1378		2	4014.0	22.8	FE4K: 22.8 RATIO:		1.0000			
GM 78		1378	83209	HW:2	6759.0	23.3	FE:2 PNCT USED		375702			81Y2-7X178F
----	GM 78	1378		2	6759.0	23.3	FE4K: 22.8 RATIO:		1.0219			
GM 78		1392	81190	C : 1	3887.0	13.6	EM:1 PNCT NTUS		307900			81Y2-146C
----	GM 78	1392	82484	C : 1	4193.0	13.8	EM:1 PCRT USED		307901			81Y2-146C
----	GM 78	1392		1	4040.0	13.6	FE4K: 13.6 RATIO:		1.0000			
GM 78		1392	90431	C : 1	4441.0	13.7	EM:1 PNCT NTUS		307901			81Y2-146C
----	GM 78	1392	90434	C : 1	4462.0	13.8	EM:1 PNCT NTUS		307901			81Y2-146C
----	GM 78	1392	90432	C : 1	4518.0	13.9	EM:1 PNCT NTUS		307901			81Y2-146C
----	GM 78	1392		1	4473.7	13.8	FE4K: 13.8 RATIO:		1.0147			
GM 78		1392	81191	HW:2	3928.0	20.8	EM:1 PNCT USED		307900			81Y2-146C
----	GM 78	1392		2	3928.0	20.8	FE4K: 20.8 RATIO:		1.0000			
GM 78		1392	82485	HW:2	4284.0	20.7	EM:1 PNCT USED		307901			81Y2-146C
----	GM 78	1392	90433	HW:2	4528.0	20.7	EM:1 PNCT NTUS		307901			81Y2-146C
----	GM 78	1392		2	4391.5	20.7	FE4K: 20.8 RATIO:		0.9952			
GM 78		1517	81488	C : 1	3861.0	13.8	EM:1 PNCT NTUS		331800			83M4-102F-1
----	GM 78	1517	783492	C : 1	3931.0	14.1	EM:1 PCRT USED		331800			83M4-102F-1
----	GM 78	1517		1	3886.0	13.8	FE4K: 13.8 RATIO:		1.0000			
GM 78		1517	783399	C : 1	4518.0	14.3	EM:1 PCRT NTUS		281302			83M4-102F
----	GM 78	1517		1	4518.0	14.3	FE4K: 13.8 RATIO:		1.0367			
GM 78		1517	81470	HW:2	3872.0	19.5	EM:1 PNCT USED		331800			83M4-102F-1
----	GM 78	1517	783493	HW:2	3970.0	18.5	EM:1 PNCT NTUS		331800			83M4-102F-1
----	GM 78	1517	81864	HW:2	4078.0	19.9	FE:2 PNCT USED		331800			83M4-102F-1
----	GM 78	1517	81865	HW:2	4088.0	19.8	FE:2 PNCT USED		331800			83M4-102F-1
----	GM 78	1517		2	4004.5	19.4	FE4K: 19.4 RATIO:		1.0000			
GM 78		1517	783400	HW:2	4528.2	19.5	EM:1 PNCT NTUS		281302			83M4-102F
----	GM 78	1517		2	4528.2	19.5	FE4K: 19.4 RATIO:		1.0047			
GM 78		1540	91056	C : 1	3974.0	17.0	EM:1 PNCT NTUS		434800			8482-48284F
----	GM 78	1540	792814	C : 1	4024.1	16.7	EM:1 PNCT NTUS		434800			8482-48284F
----	GM 78	1540		1	3999.0	16.8	FE4K: 16.8 RATIO:		1.0000			
GM 78		1540	793155	C : 1	8058.4	16.8	EM:1 PNCT USED		434800			8482-48284F
----	GM 78	1540		1	8058.4	16.8	FE4K: 16.8 RATIO:		0.9852			
GM 78		1540	782815	HW:2	4035.0	25.9	EM:1 PNCT NTUS		434800			8482-48284F
----	GM 78	1540		2	4035.0	25.9	FE4K: 25.9 RATIO:		1.0000			
GM 78		1540	782983	HW:2	8077.4	26.8	EM:1 PNCT USED		434800			8482-48284F
----	GM 78	1540		2	8077.4	26.8	FE4K: 26.8 RATIO:		0.9963			
GM 78		1564	93852	C : 1	4088.0	16.9	FE:2 PNCT NTUS		386309			8482-3750F
----	GM 78	1564		1	4088.0	16.9	FE4K: 16.9 RATIO:		1.0000			
GM 78		1564	93855	C : 1	4893.0	16.2	FE:2 PNCT USED		386309			8482-3750F
----	GM 78	1564		1	4893.0	16.2	FE4K: 16.9 RATIO:		0.9586			
GM 78		1564	93853	HW:2	4125.0	23.3	FE:2 PNCT NTUS		386309			8482-3750F
----	GM 78	1564		2	4125.0	23.3	FE4K: 23.3 RATIO:		1.0000			
GM 78		1564	93854	HW:2	4326.0	23.8	FE:2 PNCT NTUS		386309			8482-3750F
----	GM 78	1564	94560	HW:2	4703.0	23.8	FE:2 PNCT USED		386309			8482-3750F
----	GM 78	1564		2	4514.5	23.7	FE4K: 23.3 RATIO:		1.0171			
GM 78		1583	81561	C : 1	3823.1	15.4	EM:1 PNCT NTUS		338000			84E5-235F
----	GM 78	1583	783715	C : 1	3892.0	15.5	EM:1 PCRT USED		338000			84E5-235F
----	GM 78	1583		1	3857.5	15.4	FE4K: 15.4 RATIO:		1.0000			
GM 78		1583	82168	C : 1	4932.0	16.1	FE:2 PNCT USED		353100			84E5-57118F
----	GM 78	1583	784852	C : 1	5147.8	16.8	FE:2 PNCT NTUS		353100			84E5-57118F
----	GM 78	1583		1	5039.9	16.3	FE4K: 15.4 RATIO:		1.0580			
GM 78		1583	81724	HW:2	3834.1	21.2	EM:1 PNCT USED		338000			84E5-235F
----	GM 78	1583	783716	HW:2	3911.0	20.1	EM:1 PNCT NTUS		338000			84E5-235F
----	GM 78	1583		2	3872.5	20.6	FE4K: 20.6 RATIO:		1.0000			
GM 78		1583	82167	HW:2	4943.0	21.8	FE:2 PNCT NTUS		353100			84E5-57118F
----	GM 78	1583	784853	HW:2	5168.0	22.4	FE:2 PNCT USED		353100			84E5-57118F
----	GM 78	1583		2	5054.5	22.1	FE4K: 20.6 RATIO:		1.0708			
GM 78		1593	80750	C : 1	3856.0	11.0	EM:1 PNCT NTUS		294900			86JO-130C
----	GM 78	1593	782112	C : 1	3931.0	11.2	EM:1 PCRT USED		294900			86JO-130C
----	GM 78	1593		1	3893.5	11.1	FE4K: 11.1 RATIO:		1.0000			
GM 78		1593	82180	C : 1	9890.0	12.0	FE:2 PNCT NTUS		340901			86JO-7023F
----	GM 78	1593	784646	C : 1	9832.0	12.2	FE:2 PNCT USED		340901			86JO-7023F
----	GM 78	1593		1	9761.0	12.1	FE4K: 11.1 RATIO:		1.0901			
GM 78		1593	80858	HW:2	3867.0	17.9	EM:1 PNCT NTUS		294900			86JO-130C
----	GM 78	1593	782113	HW:2	3943.0	18.5	EM:1 PNCT USED		294900			86JO-130C
----	GM 78	1593		2	3906.0	18.2	FE4K: 18.2 RATIO:		1.0000			
GM 78		1593	82181	HW:2	9701.0	19.9	FE:2 PNCT NTUS		340901			86JO-7023F
----	GM 78	1593	784647	HW:2	9843.0	19.8	FE:2 PNCT USED		340901			86JO-7023F
----	GM 78	1593		2	9772.0	19.8	FE4K: 18.2 RATIO:		1.0909			
GM 78		1596	80527	C : 1	3886.0	13.7	EM:1 PNCT USED		283500			86JO-111F
----	GM 78	1596	781723	C : 1	3962.0	13.4	EM:1 PCRT NTUS		283500			86JO-111F
----	GM 78	1596	81823	C : 1	4066.0	13.5	EM:1 PNCT USED		283500			86JO-111F
----	GM 78	1596		1	3970.7	13.5	FE4K: 13.5 RATIO:		1.0000			
GM 78		1596	81882	C : 1	9499.0	14.1	FE:2 PNCT NTUS		340900			86JO-7023F
----	GM 78	1596	784008	C : 1	9596.0	13.8	FE:2 PNCT USED		340900			86JO-7023F

MFR	ACYR	K	TNUM	TPRO	ODD	RWMG	TTYP	CTD	FED	INT#	YRSN	VID
FORD	79	2434	93224	C :1	4119.0	19.0	FE:2	PNCT	NTUS	467703		981-3.3-F-138
----	FORD	79	2434		4119.0	19.0	FE4K:	19.0	RATIO:	1.0000		
FORD	79	2434	93083	C :1	4509.0	17.2	FE:2	PNCT	NTUS	467703		981-3.3-F-138
FORD	79	2434	795389	C :1	4558.3	18.4	FE:2	PNCT	USED	467703		981-3.3-F-138
----	FORD	79	2434		4533.6	17.8	FE4K:	19.0	RATIO:	0.9358		
FORD	79	2434	93225	HW:2	4130.0	26.6	FE:2	PNCT	NTUS	467703		981-3.3-F-138
----	FORD	79	2434		4130.0	26.6	FE4K:	26.6	RATIO:	1.0000		
FORD	79	2434	93064	HW:2	4463.0	24.6	FE:2	PNCT	NTUS	467703		981-3.3-F-138
FORD	79	2434	795370	HW:2	4569.2	25.0	FE:2	PNCT	USED	467703		981-3.3-F-138
----	FORD	79	2434		4511.1	24.6	FE4K:	26.6	RATIO:	0.9323		
FORD	79	2443	90697	C :1	4001.0	17.3	EM:1	PNCT	NTUS	406800		901-4.1-F-146
FORD	79	2443	792176	C :1	4146.0	17.1	EM:1	PCRT	USED	406800		901-4.1-F-146
----	FORD	79	2443		4073.0	17.2	FE4K:	17.2	RATIO:	1.0000		
FORD	79	2443	95467	C :1	5761.0	17.6	FE:2	PNCT	USED	527404		901-4.1-H-405
FORD	79	2443	95470	C :1	5835.0	17.7	FE:2	PNCT	USED	527404		901-4.1-H-405
FORD	79	2443	95471	C :1	5874.0	17.9	FE:2	PNCT	USED	527404		901-4.1-H-405
----	FORD	79	2443		5823.3	17.7	FE4K:	17.2	RATIO:	1.0310		
FORD	79	2443	94371	C :1	6492.0	17.9	FE:2	PNCT	NTUS	519200		901-4.1-H-147
FORD	79	2443	94373	C :1	6639.0	17.9	FE:2	PNCT	NTUS	519200		901-4.1-H-147
FORD	79	2443	797667	C :1	6702.0	17.8	FE:2	PNCT	USED	519200		901-4.1-H-147
----	FORD	79	2443		6611.0	17.9	FE4K:	17.2	RATIO:	1.0388		
FORD	79	2443	90698	HW:2	4013.0	23.1	EM:1	PNCT	NTUS	406800		901-4.1-F-146
FORD	79	2443	791808	HW:2	4113.0	22.6	EM:1	PNCT	USED	406800		901-4.1-F-146
----	FORD	79	2443		4063.0	22.9	FE4K:	22.9	RATIO:	1.0000		
FORD	79	2443	95468	HW:2	5772.0	24.5	FE:2	PNCT	USED	527404		901-4.1-H-405
FORD	79	2443	95469	HW:2	5807.0	24.6	FE:2	PNCT	USED	527404		901-4.1-H-405
FORD	79	2443	95472	HW:2	5885.0	24.7	FE:2	PNCT	USED	527404		901-4.1-H-405
----	FORD	79	2443		5821.3	24.4	FE4K:	22.9	RATIO:	1.0631		
FORD	79	2443	94372	HW:2	6512.0	24.3	FE:2	PNCT	NTUS	519200		901-4.1-H-147
FORD	79	2443	94374	HW:2	6650.0	24.7	FE:2	PNCT	NTUS	519200		901-4.1-H-147
FORD	79	2443	797617	HW:2	6712.7	24.0	FE:2	PNCT	USED	519200		901-4.1-H-147
----	FORD	79	2443		6624.9	24.3	FE4K:	22.9	RATIO:	1.0602		
FORD	79	2504	90738	C :1	3863.0	14.6	EM:1	PNCT	NTUS	417500		951-5.0-F-153
FORD	79	2504	792502	C :1	3967.7	14.2	EM:1	PCRT	USED	417500		951-5.0-F-153
----	FORD	79	2504		3919.3	14.4	FE4K:	14.4	RATIO:	1.0000		
FORD	79	2504	95293	C :1	4704.0	14.2	FE:2	PNCT	USED	498902		951-5.0-G-327
FORD	79	2504	95295	C :1	4744.0	14.5	FE:2	PNCT	USED	498902		951-5.0-G-327
----	FORD	79	2504		4724.0	14.3	FE4K:	14.4	RATIO:	0.9888		
FORD	79	2504	90739	HW:2	3844.0	21.0	EM:1	PNCT	NTUS	417500		951-5.0-F-153
FORD	79	2504	792187	HW:2	3928.0	20.2	EM:1	PNCT	USED	417500		951-5.0-F-153
----	FORD	79	2504		3888.0	20.6	FE4K:	20.6	RATIO:	1.0000		
FORD	79	2504	95292	HW:2	4675.0	21.3	FE:2	PNCT	USED	498902		951-5.0-G-327
FORD	79	2504	95294	HW:2	4715.0	20.8	FE:2	PNCT	USED	498902		951-5.0-G-327
----	FORD	79	2504		4695.0	21.0	FE4K:	20.6	RATIO:	1.0221		
FORD	79	2505	91049	C :1	3858.0	14.6	EM:1	PNCT	NTUS	425200		901-5.0-F-256
FORD	79	2505	792766	C :1	3914.8	14.7	EM:1	PCRT	USED	425200		901-5.0-F-256
----	FORD	79	2505		3886.4	14.7	FE4K:	14.7	RATIO:	1.0000		
FORD	79	2505	94750	C :1	5088.0	14.0	EM:1	PNCT	NTUS	425204		901-5.0-F-256
FORD	79	2505	797762	C :1	5198.0	14.6	EM:1	PCRT	USED	425204		901-5.0-F-256
----	FORD	79	2505		5142.0	14.4	FE4K:	14.7	RATIO:	0.9755		
FORD	79	2505	91050	HW:2	3803.0	21.6	EM:1	PNCT	NTUS	425200		901-5.0-F-256
FORD	79	2505	792765	HW:2	3925.9	20.4	EM:1	PNCT	USED	425200		901-5.0-F-256
----	FORD	79	2505		3864.4	21.0	FE4K:	21.0	RATIO:	1.0000		
FORD	79	2505	94685	HW:2	5108.0	20.6	EM:1	PNCT	NTUS	425204		901-5.0-F-256
FORD	79	2505	797781	HW:2	5206.8	20.7	EM:1	PNCT	USED	425204		901-5.0-F-256
----	FORD	79	2505		5157.4	20.6	FE4K:	21.0	RATIO:	0.9841		
FORD	79	2506	92935	C :1	4099.0	15.1	FE:2	PNCT	NTUS	425202		901-5.0-F-256
FORD	79	2506	92937	C :1	4139.0	15.5	FE:2	PNCT	NTUS	425202		901-5.0-F-256
----	FORD	79	2506		4119.0	15.3	FE4K:	15.3	RATIO:	1.0000		
FORD	79	2506	795689	C :1	4989.7	14.9	FE:2	PNCT	USED	425202		901-5.0-F-256
----	FORD	79	2506		4989.7	14.9	FE4K:	15.3	RATIO:	0.9740		
FORD	79	2506	92936	HW:2	4110.0	22.5	FE:2	PNCT	NTUS	425202		901-5.0-F-256
FORD	79	2506	92938	HW:2	4158.0	22.7	FE:2	PNCT	NTUS	425202		901-5.0-F-256
----	FORD	79	2506		4134.0	22.6	FE4K:	22.6	RATIO:	1.0000		
FORD	79	2506	795670	HW:2	4980.7	24.7	FE:2	PNCT	USED	425202		901-5.0-F-256
FORD	79	2506	796138	HW:2	5009.2	20.8	FE:2	PNCT	USED	425202		901-5.0-F-256
----	FORD	79	2506		4994.9	22.5	FE4K:	22.6	RATIO:	0.9940		
FORD	79	2519	91090	C :1	3895.0	13.0	EM:1	PNCT	USED	434500		951-5.8M-F-195
FORD	79	2519	792506	C :1	3964.0	13.5	EM:1	PCRT	NTUS	434500		951-5.8M-F-195
----	FORD	79	2519		3929.5	13.2	FE4K:	13.2	RATIO:	1.0000		
FORD	79	2519	93792	C :1	5809.0	13.0	FE:2	PNCT	USED	493900		9W1-5.8M-H-193
FORD	79	2519	93794	C :1	5885.0	12.9	FE:2	PNCT	USED	493900		9W1-5.8M-H-193
----	FORD	79	2519		5847.0	12.9	FE4K:	13.2	RATIO:	0.9777		
FORD	79	2519	91151	HW:2	3906.0	19.2	EM:1	PNCT	NTUS	434500		951-5.8M-F-195
FORD	79	2519	792827	HW:2	3982.8	18.9	EM:1	PNCT	USED	434500		951-5.8M-F-195
----	FORD	79	2519		3944.4	19.0	FE4K:	19.0	RATIO:	1.0000		
FORD	79	2519	93791	HW:2	5780.0	19.9	FE:2	PNCT	USED	493900		9W1-5.8M-H-193
FORD	79	2519	93793	HW:2	5820.0	19.9	FE:2	PNCT	USED	493900		9W1-5.8M-H-193
----	FORD	79	2519		5800.0	19.9	FE4K:	19.0	RATIO:	1.0447		
FORD	79	2546	92972	C :1	3876.0	13.5	FE:2	PNCT	USED	455300		9A1-5.8W-U-200
----	FORD	79	2546		3876.0	13.5	FE4K:	13.5	RATIO:	1.0000		
FORD	79	2546	94375	C :1	5788.0	13.6	FE:2	PNCT	USED	519300		9M1-5.8W-H-407
FORD	79	2546	94377	C :1	5827.0	14.1	FE:2	PNCT	USED	519300		9M1-5.8W-H-407
----	FORD	79	2546		5807.5	13.9	FE4K:	13.5	RATIO:	1.0332		
FORD	79	2546	92971	HW:2	4138.0	21.2	FE:2	PNCT	NTUS	455300		9A1-5.8W-U-200
FORD	79	2546	795352	HW:2	4216.6	19.5	FE:2	PNCT	USED	455300		9A1-5.8W-U-200
FORD	79	2546	795351	HW:2	4245.9	19.5	FE:2	PNCT	USED	455300		9A1-5.8W-U-200
----	FORD	79	2546		4200.2	20.1	FE4K:	20.1	RATIO:	1.0000		
FORD	79	2546	94376	HW:2	5799.0	20.1	FE:2	PNCT	USED	519300		9M1-5.8W-H-407
FORD	79	2546	94378	HW:2	5839.0	20.4	FE:2	PNCT	USED	519300		9M1-5.8W-H-407
----	FORD	79	2546		5819.0	20.2	FE4K:	20.1	RATIO:	1.0089		
GM	79	2598	91754	C :1	3965.0	16.1	EM:1	PNCT	USED	427901		91GF65
GM	79	2598	92190	C :1	3997.0	15.5	EM:1	PNCT	USED	427901		91GF65
----	GM	79	2598		3981.0	15.6	FE4K:	15.6	RATIO:	1.0000		

MFR	ACYR	K	TNUM	TPRD	ODD	RWMC	TTYP	CTD	FED	INT#	VRSN	VID
----	GM	79	2790		1	4050.0	20.2	FE4K: 20.2	RATIO: 1.0000			
	GM	79	2790	797480	C : 1	4652.0	19.9	FE:2 PNCT USED	443302			93JF105
----	GM	79	2790		1	4652.0	19.9	FE4K: 20.2	RATIO: 0.9851			
	GM	79	2790	94108	HW:2	4061.0	26.7	EM:1 PNCT USED	443302			93JF105
----	GM	79	2790		2	4061.0	26.7	FE4K: 26.7	RATIO: 1.0000			
	GM	79	2790	797308	HW:2	4684.0	27.6	FE:2 PNCT NTUS	443302			93JF105
----	GM	79	2790		2	4684.0	27.6	FE4K: 26.7	RATIO: 1.0337			
	GM	79	2798	90643	C : 1	3777.2	13.5	EM:1 PNCT NTUS	419300			93MC46
----	GM	79	2798	792379	C : 1	3848.0	13.5	EM:1 PCRT USED	419300			93MC46
	GM	79	2798		1	3813.1	13.5	FE4K: 13.5	RATIO: 1.0000			
	GM	79	2798	91738	C : 1	6088.0	13.9	FE:2 PNCT USED	469701			93MA-76619C
----	GM	79	2798		1	6088.0	13.9	FE4K: 13.5	RATIO: 1.0296			
	GM	79	2798	90644	HW:2	3788.0	19.1	EM:1 PNCT NTUS	419300			93MC46
----	GM	79	2798	792380	HW:2	3867.3	18.7	EM:1 PNCT USED	419300			93MC46
	GM	79	2798		2	3827.8	18.9	FE4K: 18.9	RATIO: 1.0000			
	GM	79	2798	91738	HW:2	6099.0	19.8	FE:2 PNCT USED	469701			93MA-76619C
----	GM	79	2798		2	6099.0	19.8	FE4K: 18.9	RATIO: 1.0477			
	GM	79	2801	91838	C : 1	3783.3	14.6	EM:1 PNCT NTUS	448000			93MF128
----	GM	79	2801	794001	C : 1	3857.9	14.4	EM:1 PCRT USED	448000			93MF128
	GM	79	2801		1	3620.8	14.5	FE4K: 14.6	RATIO: 1.0000			
	GM	79	2801	92837	C : 1	6217.0	15.9	FE:2 PNCT USED	469704			93MA-76619C
----	GM	79	2801		1	6217.0	15.9	FE4K: 14.5	RATIO: 1.0966			
	GM	79	2801	91839	HW:2	3795.1	19.9	EM:1 PNCT USED	448000			93MF128
----	GM	79	2801	794002	HW:2	3868.1	18.9	EM:1 PNCT NTUS	448000			93MF128
	GM	79	2801		2	3831.5	19.4	FE4K: 19.4	RATIO: 1.0000			
	GM	79	2801	92838	HW:2	6228.0	21.6	FE:2 PNCT USED	469704			93MA-76619C
----	GM	79	2801		2	6228.0	21.6	FE4K: 19.4	RATIO: 1.1141			
	GM	79	2840	91219	C : 1	3767.8	18.0	EM:1 PNCT NTUS	438600			94BF80
----	GM	79	2840	793184	C : 1	3858.1	17.8	EM:1 PCRT USED	438600			94BF80
	GM	79	2840		1	3812.9	17.9	FE4K: 17.9	RATIO: 1.0000			
	GM	79	2840	92480	C : 1	5541.0	19.4	FE:2 PNCT NTUS	472300			94B2-4871
----	GM	79	2840		1	5541.0	19.4	FE4K: 17.9	RATIO: 1.0838			
	GM	79	2840	91220	HW:2	3798.5	24.7	EM:1 PNCT USED	438600			94BF80
----	GM	79	2840	792981	HW:2	3869.0	23.2	EM:1 PNCT NTUS	438600			94BF80
	GM	79	2840		2	3833.8	23.9	FE4K: 23.9	RATIO: 1.0000			
	GM	79	2840	92481	HW:2	5559.0	23.8	FE:2 PNCT NTUS	472300			94B2-4871
----	GM	79	2840		2	5559.0	23.8	FE4K: 23.9	RATIO: 0.9947			
	GM	79	2848	795205	C : 1	4138.5	18.5	EM:1 PNCT USED	438802			94BF80
----	GM	79	2848		1	4138.5	18.5	FE4K: 18.5	RATIO: 1.0000			
	GM	79	2848	92705	C : 1	6082.0	19.5	FE:2 PNCT USED	472304			94B2-4871
----	GM	79	2848		1	6082.0	19.5	FE4K: 18.5	RATIO: 1.0541			
	GM	79	2848	795206	HW:2	4147.3	24.6	EM:1 PNCT USED	438802			94BF80
----	GM	79	2848		2	4147.3	24.6	FE4K: 24.6	RATIO: 1.0000			
	GM	79	2848	92706	HW:2	6093.0	27.4	FE:2 PNCT NTUS	472304			94B2-4871
----	GM	79	2848	795238	HW:2	6150.8	25.0	FE:2 PNCT USED	472304			94B2-4871
	GM	79	2848		2	6121.9	26.1	FE4K: 24.6	RATIO: 1.0628			
	GM	79	2859	92982	C : 1	3853.0	18.2	EM:1 PNCT NTUS	475700			94B2-58148
----	GM	79	2859		1	3853.0	18.2	FE4K: 18.2	RATIO: 1.0000			
	GM	79	2859	92847	C : 1	7321.0	18.0	FE:2 PNCT NTUS	475700			94B2-58148
----	GM	79	2859	796111	C : 1	7489.2	17.7	FE:2 PNCT USED	475700			94B2-58148
	GM	79	2859		1	7405.1	17.8	FE4K: 18.2	RATIO: 0.9807			
	GM	79	2859	92983	HW:2	3883.0	24.1	EM:1 PNCT NTUS	475700			94B2-58148
----	GM	79	2859		2	3883.0	24.1	FE4K: 24.1	RATIO: 1.0000			
	GM	79	2859	92848	HW:2	7332.0	23.9	FE:2 PNCT NTUS	475700			94B2-58148
----	GM	79	2859	796101	HW:2	7489.0	22.8	FE:2 PNCT USED	475700			94B2-58148
	GM	79	2859		2	7395.5	23.2	FE4K: 24.1	RATIO: 0.9640			
	GM	79	2889	91266	C : 1	3820.0	14.5	EM:1 PNCT NTUS	442600			94JF94
----	GM	79	2889	793338	C : 1	3894.3	14.7	EM:1 PCRT USED	442600			94JF94
	GM	79	2889		1	3857.1	14.6	FE4K: 14.6	RATIO: 1.0000			
	GM	79	2889	92095	C : 1	6410.0	16.1	FE:2 PNCT USED	466900			94JA-87116F
----	GM	79	2889		1	6410.0	16.1	FE4K: 14.6	RATIO: 1.1028			
	GM	79	2889	91267	HW:2	3831.6	21.4	EM:1 PNCT NTUS	442600			94JF94
----	GM	79	2889	793337	HW:2	3905.3	20.2	EM:1 PNCT USED	442600			94JF94
	GM	79	2889		2	3868.4	20.8	FE4K: 20.6	RATIO: 1.0000			
	GM	79	2889	92094	HW:2	6378.0	21.3	FE:2 PNCT USED	466900			94JA-87116F
----	GM	79	2889	92095	HW:2	6421.0	22.2	FE:2 PNCT USED	466900			94JA-87116F
	GM	79	2889		2	6399.5	21.7	FE4K: 20.8	RATIO: 1.0461			
	GM	79	2890	91282	C : 1	3877.2	14.9	EM:1 PNCT NTUS	440800			94JF89
----	GM	79	2890	793524	C : 1	4019.3	14.3	EM:1 PCRT USED	440800			94JF89
	GM	79	2890		1	3948.3	14.8	FE4K: 14.6	RATIO: 1.0000			
	GM	79	2890	92097	C : 1	6460.0	14.9	FE:2 PNCT NTUS	466901			94JA-87116F
----	GM	79	2890	92098	C : 1	6500.0	15.2	FE:2 PNCT NTUS	466901			94JA-87116F
	GM	79	2890	794871	C : 1	6563.8	14.8	FE:2 PNCT USED	466901			94JA-87116F
----	GM	79	2890		1	6507.9	15.0	FE4K: 14.8	RATIO: 1.0254			
	GM	79	2890	91283	HW:2	3913.6	20.1	EM:1 PNCT NTUS	440800			94JF89
----	GM	79	2890	793525	HW:2	4030.1	19.9	EM:1 PNCT USED	440800			94JF89
	GM	79	2890		2	3971.8	20.0	FE4K: 20.0	RATIO: 1.0000			
	GM	79	2890	92098	HW:2	6470.0	20.8	FE:2 PNCT NTUS	466901			94JA-87116F
----	GM	79	2890	92100	HW:2	6510.0	20.8	FE:2 PNCT NTUS	466901			94JA-87116F
	GM	79	2890	794872	HW:2	6581.0	20.0	FE:2 PNCT USED	466901			94JA-87116F
----	GM	79	2890		2	6520.3	20.5	FE4K: 20.0	RATIO: 1.0283			
	GM	79	2901	91345	C : 1	3777.0	13.1	EM:1 PNCT USED	443200			96JC117
----	GM	79	2901	793402	C : 1	3850.1	12.8	EM:1 PCRT NTUS	443200			96JC117
	GM	79	2901		1	3813.5	12.9	FE4K: 12.9	RATIO: 1.0000			
	GM	79	2901	92199	C : 1	9723.0	13.4	FE:2 PNCT USED	466600			96JO-8038C
----	GM	79	2901		1	9723.0	13.4	FE4K: 12.9	RATIO: 1.0348			
	GM	79	2901	91347	HW:2	3788.5	20.4	EM:1 PNCT NTUS	443200			96JC117
----	GM	79	2901	793713	HW:2	3900.8	20.1	EM:1 PNCT USED	443200			96JC117
	GM	79	2901		2	3844.8	20.2	FE4K: 20.2	RATIO: 1.0000			
	GM	79	2901	92200	HW:2	9735.0	20.9	FE:2 PNCT USED	466600			96JO-8038C

MFR	ACR	K	TNUM	TPRD	ODO	RWMG	TTYP	CTD	FED	INT#	VRSN	VID
CHRY	80	3688	98328	HW:2	4838.0	17.1	EM:1	PNCT	USED	565107		C312
----	CHRY	80		2	4838.0	17.1	FE4K:	18.7		RATIO:	1.0241	
CHRY	80	3608	98482	C:1	3785.0	9.2	EM:1	PNCT	NTUS	542400		C308
CHRY	80	3608	798272	C:1	3878.8	9.4	EM:1	PCRT	USED	542400		C308
----	CHRY	80		1	3821.8	9.3	FE4K:	9.3		RATIO:	1.0000	
CHRY	80	3608	97309	C:1	4325.0	9.7	FE:2	PNCT	NTUS	542403		C308
CHRY	80	3608	798696	C:1	4851.0	9.8	FE:2	PNCT	USED	542403		C308
----	CHRY	80		1	4438.0	9.8	FE4K:	9.3		RATIO:	1.0323	
CHRY	80	3608	95453	HW:2	3778.0	11.3	EM:1	PNCT	USED	542400		C308
CHRY	80	3608	97528	HW:2	3892.0	12.1	EM:1	PNCT	USED	542400		C308
----	CHRY	80		2	3884.0	11.7	FE4K:	11.7		RATIO:	1.0000	
CHRY	80	3608	97310	HW:2	4337.0	12.8	FE:2	PNCT	NTUS	542403		C308
CHRY	80	3608	798697	HW:2	4862.0	12.7	FE:2	PNCT	USED	542403		C308
----	CHRY	80		2	4448.8	12.8	FE4K:	11.7		RATIO:	1.0824	
FORD	80	3680	98729	C:1	4027.0	18.5	EM:1	PCRT	USED	621501		081-2.3-C-249
FORD	80	3680	98964	C:1	4188.0	17.4	EM:1	PNCT	USED	621501		081-2.3-C-249
----	FORD	80		1	4107.8	18.9	FE4K:	18.9		RATIO:	1.0000	
FORD	80	3680	98731	C:1	4580.0	18.5	FE:2	PNCT	USED	601305		021-2.3-F-238
FORD	80	3680	98961	C:1	4838.0	18.5	FE:2	PNCT	USED	601305		021-2.3-F-238
----	FORD	80		1	4608.0	17.4	FE4K:	18.8		RATIO:	1.0298	
FORD	80	3680	98730	HW:2	4038.0	22.8	EM:1	PNCT	USED	621501		081-2.3-C-249
FORD	80	3680	98963	HW:2	4182.0	24.1	EM:1	PNCT	USED	621501		081-2.3-C-249
----	FORD	80		2	4100.0	23.4	FE4K:	23.4		RATIO:	1.0000	
FORD	80	3680	98728	HW:2	4852.0	23.9	FE:2	PNCT	USED	601305		021-2.3-F-238
FORD	80	3680	98962	HW:2	4848.0	23.2	FE:2	PNCT	USED	601305		021-2.3-F-238
----	FORD	80		2	4800.5	23.5	FE4K:	23.4		RATIO:	1.0048	
FORD	80	3727	97575	C:1	3782.0	16.8	EM:1	PNCT	NTUS	608700		0A1-5.0-F-325
FORD	80	3727	799965	C:1	3948.8	16.8	EM:1	PCRT	USED	608700		0A1-5.0-F-325
----	FORD	80		1	3885.3	18.7	FE4K:	18.7		RATIO:	1.0000	
FORD	80	3727	98024	C:1	5848.0	17.0	FE:2	PNCT	NTUS	619800		9M07
FORD	80	3727	98148	C:1	5730.0	17.1	FE:2	PNCT	USED	619800		9M07
----	FORD	80		1	5889.0	17.0	FE4K:	18.7		RATIO:	1.0211	
FORD	80	3727	97576	HW:2	3793.0	25.5	EM:1	PNCT	NTUS	608700		0A1-5.0-F-325
FORD	80	3727	799968	HW:2	3874.2	25.1	EM:1	PNCT	USED	608700		0A1-5.0-F-325
----	FORD	80		2	3883.8	25.3	FE4K:	25.3		RATIO:	1.0000	
FORD	80	3727	98025	HW:2	5882.0	26.8	FE:2	PNCT	NTUS	619800		9M07
FORD	80	3727	98147	HW:2	5741.0	26.1	FE:2	PNCT	USED	619800		9M07
----	FORD	80		2	5716.5	26.3	FE4K:	26.3		RATIO:	1.0416	
FORD	80	3743	98188	C:1	3759.0	18.9	EM:1	PNCT	NTUS	630000		0D1-4.2-D-311
FORD	80	3743	800931	C:1	3942.0	18.9	EM:1	PCRT	USED	630000		0D1-4.2-D-311
----	FORD	80		1	3850.8	18.9	FE4K:	18.9		RATIO:	1.0000	
FORD	80	3743	98103	C:1	4888.0	18.0	FE:2	PNCT	USED	614802		0S1-4.2-C-308
----	FORD	80		1	4888.0	18.0	FE4K:	18.9		RATIO:	1.0083	
FORD	80	3743	98189	HW:2	3770.0	20.1	EM:1	PNCT	USED	630000		0D1-4.2-D-311
FORD	80	3743	800732	HW:2	3952.9	19.8	EM:1	PNCT	NTUS	630000		0D1-4.2-D-311
----	FORD	80		2	3861.4	19.8	FE4K:	19.8		RATIO:	1.0000	
FORD	80	3743	98104	HW:2	4701.0	21.3	FE:2	PNCT	USED	614802		0S1-4.2-C-308
----	FORD	80		2	4701.0	21.3	FE4K:	19.8		RATIO:	1.0732	
FORD	80	3772	98980	C:1	4188.0	18.2	EM:1	PCRT	USED	571001		0A1-5.0-F-321
----	FORD	80		1	4188.0	18.2	FE4K:	18.2		RATIO:	1.0000	
FORD	80	3772	98788	C:1	4410.0	18.3	EM:1	PNCT	USED	571004		0A1-5.0-F-321
FORD	80	3772	802261	C:1	4777.0	18.8	EM:1	PCRT	NTUS	571004		0A1-5.0-F-321
----	FORD	80		1	4883.5	18.0	FE4K:	18.2		RATIO:	0.9888	
FORD	80	3772	98879	HW:2	4181.0	20.8	EM:1	PNCT	USED	571001		0A1-5.0-F-321
----	FORD	80		2	4181.0	20.8	FE4K:	20.8		RATIO:	1.0000	
FORD	80	3772	98832	HW:2	4421.0	20.3	EM:1	PNCT	NTUS	571004		0A1-5.0-F-321
FORD	80	3772	802262	HW:2	4787.7	21.3	EM:1	PNCT	USED	571004		0A1-5.0-F-321
----	FORD	80		2	4804.3	20.8	FE4K:	20.8		RATIO:	0.9984	
FORD	80	3787	94627	C:1	3832.0	18.8	EM:1	PNCT	NTUS	529900		0U2-4.9-F-558
FORD	80	3787	797610	C:1	3936.7	17.1	EM:1	PCRT	USED	529900		0U2-4.9-F-558
----	FORD	80		1	3884.3	18.8	FE4K:	18.8		RATIO:	1.0000	
FORD	80	3787	95661	C:1	8052.0	17.4	FE:2	PNCT	USED	561802		8U245
----	FORD	80		1	8052.0	17.4	FE4K:	18.8		RATIO:	1.0329	
FORD	80	3787	94628	HW:2	3880.0	22.6	EM:1	PNCT	USED	529900		0U2-4.9-F-558
FORD	80	3787	797611	HW:2	3955.0	21.7	EM:1	PNCT	NTUS	529900		0U2-4.9-F-558
----	FORD	80		2	3917.5	22.1	FE4K:	22.1		RATIO:	1.0000	
FORD	80	3787	95660	HW:2	7990.0	23.5	FE:2	PNCT	USED	561802		8U245
----	FORD	80		2	7990.0	23.5	FE4K:	22.1		RATIO:	1.0814	
FORD	80	3793	94826	C:1	3895.0	18.2	EM:1	PNCT	NTUS	529800		0F1-4.9-F-226
FORD	80	3793	797608	C:1	3884.1	18.2	EM:1	PCRT	USED	529800		0F1-4.9-F-226
----	FORD	80		1	4173.0	18.5	EM:1	PCRT	USED	529801		0F1-4.9-F-226
FORD	80	3793	98357	C:1	4010.7	18.0	FE4K:	18.0		RATIO:	1.0000	
FORD	80	3793	95793	C:1	6515.0	18.9	FE:2	PNCT	USED	563801		8F259
----	FORD	80		1	6515.0	18.9	FE4K:	18.0		RATIO:	1.0589	
FORD	80	3793	94825	HW:2	3906.0	20.0	EM:1	PNCT	NTUS	529800		0F1-4.9-F-226
FORD	80	3793	797609	HW:2	3988.0	19.9	EM:1	PNCT	USED	529800		0F1-4.9-F-226
----	FORD	80		2	4184.0	20.2	EM:1	PNCT	USED	529801		0F1-4.9-F-226
FORD	80	3793	98358	HW:2	4026.0	20.0	FE4K:	20.0		RATIO:	1.0000	
FORD	80	3793	95792	HW:2	6442.0	21.8	FE:2	PNCT	USED	563801		8F259
----	FORD	80		2	6557.0	20.9	FE:2	PNCT	USED	563801		8F259
FORD	80	3811	95181	C:1	3789.0	17.1	EM:1	PNCT	NTUS	553100		0F2-4.9-C-230
FORD	80	3811	798333	C:1	3889.0	17.0	EM:1	PCRT	USED	553100		0F2-4.9-C-230
----	FORD	80		1	3829.0	17.0	FE4K:	17.0		RATIO:	1.0000	
FORD	80	3811	95833	C:1	6249.0	17.4	FE:2	PNCT	USED	571700		0F2-4.9-E-760
----	FORD	80		1	6249.0	17.4	FE4K:	17.0		RATIO:	1.0206	
FORD	80	3811	95182	HW:2	3780.0	23.9	EM:1	PNCT	NTUS	553100		0F2-4.9-C-230
FORD	80	3811	798334	HW:2	3907.0	23.1	EM:1	PNCT	USED	553100		0F2-4.9-C-230
----	FORD	80		2	3843.5	23.5	FE4K:	23.5		RATIO:	1.0000	
FORD	80	3811	95834	HW:2	6280.0	25.0	FE:2	PNCT	NTUS	571700		0F2-4.9-E-760
FORD	80	3811	98269	HW:2	6348.0	23.7	FE:2	PNCT	USED	571700		0F2-4.9-E-760
----	FORD	80		2	6304.5	24.3	FE4K:	23.5		RATIO:	1.0357	

MFR	ACR	K	TNUM	TPRO	ODO	RWMG	TTYP	CTD	FED	INT#	VRSH	VID
----	FORD	80	3883		2	3842.0	17.0	FE4K: 17.0		RATIO: 1.0000		
	FORD	80	3883	98858	HW:2	8432.0	17.1	FE:2 PNCT USED	583804			OU1-5.8W-E-583
----	FORD	80	3883		2	8432.0	17.1	FE4K: 17.0		RATIO: 1.0058		
	GM	80	4018	98814	C:1	3807.0	14.8	EM:1 PNCT USED	627500			C9F172A
----	GM	80	4018		1	3807.0	14.8	FE4K: 14.8		RATIO: 1.0000		
	GM	80	4018	98071	C:1	5883.0	14.8	EM:1 PNCT USED	642700			COF015
	GM	80	4018	801188	C:1	8088.4	14.0	EM:1 PCRT NTUS	642700			COF015
----	GM	80	4018		1	8015.7	14.2	FE4K: 14.8		RATIO: 0.8767		
	GM	80	4018	98815	HW:2	3918.0	22.8	EM:1 PNCT USED	627500			C9F172A
	GM	80	4018	800598	HW:2	4018.9	23.1	EM:1 PNCT NTUS	627500			C9F172A
----	GM	80	4018		2	3988.4	22.8	FE4K: 22.8		RATIO: 1.0000		
	GM	80	4018	98072	HW:2	5974.0	22.7	EM:1 PNCT USED	642700			COF015
	GM	80	4018	801125	HW:2	8038.4	21.3	EM:1 PNCT NTUS	642700			COF015
----	GM	80	4018		2	8008.2	22.0	FE4K: 22.8		RATIO: 0.9618		
	GM	80	4052	98116	C:1	4222.0	18.8	EM:1 PNCT USED	580902			C9N383
----	GM	80	4052		1	4222.0	18.8	FE4K: 18.8		RATIO: 1.0000		
	GM	80	4052	98581	C:1	4537.0	18.1	EM:1 PCRT USED	580903			C9N383
----	GM	80	4052		1	4537.0	18.1	FE4K: 18.8		RATIO: 0.8583		
	GM	80	4052	98117	HW:2	4233.0	24.7	EM:1 PNCT USED	580902			C9N383
----	GM	80	4052		2	4233.0	24.7	FE4K: 24.7		RATIO: 1.0000		
	GM	80	4052	98582	HW:2	4547.0	24.8	EM:1 PNCT USED	580903			C9N383
----	GM	80	4052		2	4547.0	24.8	FE4K: 24.7		RATIO: 1.0081		
	GM	80	4182	98170	C:1	4215.0	21.1	FE:2 PNCT NTUS	588304			097428
----	GM	80	4182		1	4215.0	21.1	FE4K: 21.1		RATIO: 1.0000		
	GM	80	4182	19544	C:1	5724.0	20.9	FE:2 PNCT USED	588304			097428
----	GM	80	4182		1	5724.0	20.9	FE4K: 21.1		RATIO: 0.9805		
	GM	80	4182	98171	HW:2	4227.0	31.8	FE:2 PNCT NTUS	588304			097428
----	GM	80	4182		2	4227.0	31.8	FE4K: 31.8		RATIO: 1.0000		
	GM	80	4182	19543	HW:2	5888.0	31.3	FE:2 PNCT USED	588304			097428
----	GM	80	4182		2	5888.0	31.3	FE4K: 31.8		RATIO: 0.9843		
	GM	80	4178	98138	C:1	4142.0	18.9	EM:1 PNCT NTUS	552200			098847
	GM	80	4178	788814	C:1	4231.9	18.9	EM:1 PCRT USED	552200			098847
----	GM	80	4178		1	4188.9	18.9	FE4K: 18.9		RATIO: 1.0000		
	GM	80	4178	98059	C:1	4548.0	18.8	EM:1 PNCT NTUS	552202			098847
----	GM	80	4178		1	4548.0	18.8	FE4K: 18.9		RATIO: 0.9822		
	GM	80	4178	98137	HW:2	4183.0	24.4	EM:1 PNCT NTUS	552200			098847
	GM	80	4178	788815	HW:2	4242.8	24.7	EM:1 PNCT USED	552200			098847
----	GM	80	4178		2	4197.8	24.5	FE4K: 24.5		RATIO: 1.0000		
	GM	80	4178	98060	HW:2	4659.0	25.4	EM:1 PNCT NTUS	552202			098847
----	GM	80	4178		2	4659.0	25.4	FE4K: 24.5		RATIO: 1.0347		
	GM	80	4207	97058	C:1	3980.5	18.1	EM:1 PNCT NTUS	538301			869115
	GM	80	4207	97389	C:1	4090.0	18.1	FE:2 PNCT USED	538301			869115
----	GM	80	4207		1	4028.3	18.1	FE4K: 18.1		RATIO: 1.0000		
	GM	80	4207	98877	C:1	4536.0	17.2	EM:1 PCRT USED	538302			869115
----	GM	80	4207		1	4536.0	17.2	FE4K: 18.1		RATIO: 0.9503		
	GM	80	4207	97059	HW:2	3978.0	24.8	EM:1 PNCT NTUS	538301			869115
	GM	80	4207	97390	HW:2	4101.0	24.4	FE:2 PNCT USED	538301			869115
----	GM	80	4207		2	4039.5	24.5	FE4K: 24.5		RATIO: 1.0000		
	GM	80	4207	98678	HW:2	4548.0	23.8	EM:1 PNCT USED	538302			869115
----	GM	80	4207		2	4548.0	23.8	FE4K: 24.5		RATIO: 0.9714		
	GM	80	4223	11108	C:1	3748.0	18.8	EM:1 PNCT USED	863800			860153
	GM	80	4223	801972	C:1	3981.3	18.2	EM:1 PCRT NTUS	863800			860153
----	GM	80	4223		1	3854.8	18.4	FE4K: 18.4		RATIO: 1.0000		
	GM	80	4223	99358	C:1	5078.0	18.8	EM:1 PCRT NTUS	612801			869178
	GM	80	4223	99651	C:1	5437.0	18.4	FE:2 PNCT USED	612801			869178
----	GM	80	4223		1	5258.0	18.6	FE4K: 18.4		RATIO: 1.0109		
	GM	80	4223	11110	HW:2	3792.0	25.3	EM:1 PNCT USED	863800			860153
	GM	80	4223	801971	HW:2	3972.1	24.4	EM:1 PNCT NTUS	863800			860153
----	GM	80	4223		2	3882.0	24.8	FE4K: 24.8		RATIO: 1.0000		
	GM	80	4223	99359	HW:2	5090.0	25.0	EM:1 PNCT USED	612801			869178
	GM	80	4223	99652	HW:2	5448.0	24.9	FE:2 PNCT NTUS	612801			869178
----	GM	80	4223		2	5288.0	24.9	FE4K: 24.8		RATIO: 1.0043		
	GM	80	4234	98648	C:1	4217.0	16.1	EM:1 PNCT NTUS	553202			88992
----	GM	80	4234		1	4217.0	16.1	FE4K: 18.1		RATIO: 1.0000		
	GM	80	4234	98398	C:1	5313.0	16.4	FE:2 PNCT USED	553202			88992
----	GM	80	4234		1	5313.0	16.4	FE4K: 16.1		RATIO: 1.0188		
	GM	80	4234	98649	HW:2	4228.0	22.8	EM:1 PNCT USED	553202			88992
----	GM	80	4234		2	4228.0	22.8	FE4K: 22.8		RATIO: 1.0000		
	GM	80	4234	98400	HW:2	5324.0	22.4	FE:2 PNCT NTUS	553202			88992
----	GM	80	4234		2	5324.0	22.4	FE4K: 22.8		RATIO: 0.9825		
	GM	80	4237	98128	C:1	4019.0	17.1	EM:1 PCRT USED	553301			869153
----	GM	80	4237		1	4019.0	17.1	FE4K: 17.1		RATIO: 1.0000		
	GM	80	4237	99178	C:1	5083.0	16.5	EM:1 PCRT USED	553205			88992
----	GM	80	4237		1	5083.0	16.5	FE4K: 17.1		RATIO: 0.9649		
	GM	80	4237	98129	HW:2	4060.0	23.5	EM:1 PNCT USED	553301			869153
----	GM	80	4237		2	4060.0	23.5	FE4K: 23.5		RATIO: 1.0000		
	GM	80	4237	99179	HW:2	5093.0	22.4	EM:1 PNCT NTUS	553205			88992
	GM	80	4237	11100	HW:2	5587.0	23.9	EM:1 PNCT USED	553205			88992
----	GM	80	4237		2	5330.0	23.1	FE4K: 23.5		RATIO: 0.9841		
	FIAT	80	4447	95418	C:1	3943.0	20.4	EM:1 PNCT NTUS	542700			0470173
	FIAT	80	4447	798283	C:1	4009.8	20.3	EM:1 PCRT USED	542700			0470173
----	FIAT	80	4447		1	3878.4	20.3	FE4K: 20.3		RATIO: 1.0000		
	FIAT	80	4447	12972	C:1	4854.0	20.3	EM:1 PCRT USED	878001			0485019
----	FIAT	80	4447		1	4854.0	20.3	FE4K: 20.3		RATIO: 0.9878		
	FIAT	80	4447	95419	HW:2	3954.0	25.4	EM:1 PNCT NTUS	542700			0470173
	FIAT	80	4447	798282	HW:2	4028.7	24.4	EM:1 PNCT USED	542700			0470173
----	FIAT	80	4447		2	3991.3	24.9	FE4K: 24.9		RATIO: 1.0000		
	FIAT	80	4447	12973	HW:2	4700.0	25.8	FE:2 PNCT USED	878001			0485019

MFR	ACR	K	TNUM	TPRO	ODD	RWMC	TTYP	CTD	N	YID
CHRY	81	4931	804942	C : 1	7848.0	25.2	FE:2	PNCT USED	732001	0180
----	CHRY	81	4931		7550.5	25.5	FE4K:	24.9	RATIO:	1.0240
CHRY	81	4931	15997	HW:2	3830.0	41.2	EM:1	PNCT NTUS	898500	0188
CHRY	81	4931	803288	HW:2	3917.8	39.4	EM:1	PNCT USED	898500	0188
----	CHRY	81	4931		3873.9	40.3	FE4K:	40.3	RATIO:	1.0000
CHRY	81	4931	18188	HW:2	7488.0	42.8	FE:2	PNCT NTUS	732001	0180
CHRY	81	4931	804837	HW:2	7818.0	41.5	FE:2	PNCT USED	732001	0180
----	CHRY	81	4931		7540.5	42.1	FE4K:	40.3	RATIO:	1.0482
CHRY	81	4948	13215	C : 1	3713.0	21.9	EM:1	PNCT NTUS	888100	0181
CHRY	81	4948	802248	C : 1	3848.0	22.9	EM:1	PCRT USED	888100	0181
CHRY	81	4948	18281	C : 1	4137.0	23.2	EM:1	PNCT NTUS	888100	0181
CHRY	81	4948	18282	C : 1	4183.0	22.1	EM:1	PCRT USED	888103	0181
----	CHRY	81	4948		3989.8	22.9	FE4K:	22.5	RATIO:	1.0000
CHRY	81	4948	18588	C : 1	4330.0	23.1	EM:1	PNCT USED	888101	0181
----	CHRY	81	4948		4330.0	23.1	FE4K:	22.5	RATIO:	1.0281
CHRY	81	4948	18956	C : 1	4368.0	23.8	EM:1	PCRT USED	888102	0181
----	CHRY	81	4948		4388.0	23.8	FE4K:	22.5	RATIO:	1.0572
CHRY	81	4948	17853	C : 1	4473.0	23.9	EM:1	PCRT NTUS	888101	0181
----	CHRY	81	4948		4473.0	23.9	FE4K:	22.5	RATIO:	1.0817
CHRY	81	4948	13218	HW:2	3724.0	30.6	EM:1	PNCT NTUS	888100	0181
CHRY	81	4948	802212	HW:2	3794.0	30.6	EM:1	PNCT USED	888100	0181
CHRY	81	4948	802240	HW:2	3884.0	30.4	EM:1	PNCT NTUS	888100	0181
CHRY	81	4948	18587	HW:2	4193.0	30.2	EM:1	PNCT USED	888103	0181
----	CHRY	81	4948		3893.8	30.4	FE4K:	30.4	RATIO:	1.0000
CHRY	81	4948	18589	HW:2	4341.0	31.8	EM:1	PNCT USED	888101	0181
----	CHRY	81	4948		4341.0	31.8	FE4K:	30.4	RATIO:	1.0444
CHRY	81	4948	18957	HW:2	4379.0	31.3	EM:1	PNCT USED	888102	0181
----	CHRY	81	4948		4379.0	31.3	FE4K:	30.4	RATIO:	1.0279
CHRY	81	4948	17854	HW:2	4484.0	33.8	EM:1	PNCT NTUS	888101	0181
----	CHRY	81	4948		4484.0	33.8	FE4K:	30.4	RATIO:	1.1038
FORD	81	5034	18412	C : 1	3974.0	27.9	EM:1	PNCT NTUS	739000	1E2-1.6-F-441
FORD	81	5034	804656	C : 1	4085.4	27.3	EM:1	PCRT USED	739000	1E2-1.6-F-441
----	FORD	81	5034		4028.7	27.6	FE4K:	27.8	RATIO:	1.0000
FORD	81	5034	20408	C : 1	4408.0	28.7	FE:2	PNCT NTUS	739001	1E2-1.6-F-441
FORD	81	5034	805348	C : 1	4512.7	27.9	FE:2	PNCT USED	739001	1E2-1.6-F-441
----	FORD	81	5034		4460.8	28.3	FE4K:	27.8	RATIO:	1.0253
FORD	81	5034	18413	HW:2	3888.0	44.9	EM:1	PNCT NTUS	739000	1E2-1.6-F-441
FORD	81	5034	804657	HW:2	4115.4	44.0	EM:1	PNCT USED	739000	1E2-1.6-F-441
----	FORD	81	5034		4050.7	44.4	FE4K:	44.4	RATIO:	1.0000
FORD	81	5034	20409	HW:2	4421.0	44.0	FE:2	PNCT NTUS	739001	1E2-1.6-F-441
FORD	81	5034	805349	HW:2	4523.7	44.4	FE:2	PNCT USED	739001	1E2-1.6-F-441
----	FORD	81	5034		4472.3	44.2	FE4K:	44.4	RATIO:	0.9948
FORD	81	5049	23544	C : 1	4201.0	21.5	FE:2	PNCT NTUS	749901	1Z1-2.3-F-272
FORD	81	5049	807058	C : 1	4233.0	20.0	FE:2	PNCT USED	749901	1Z1-2.3-F-272
----	FORD	81	5049		4217.0	20.7	FE4K:	20.7	RATIO:	1.0000
FORD	81	5049	22937	C : 1	5883.0	21.5	FE:2	PNCT NTUS	779500	1Z1-2.3-H-274
FORD	81	5049	808991	C : 1	5975.0	20.2	FE:2	PNCT USED	779500	1Z1-2.3-H-274
----	FORD	81	5049		5834.0	20.8	FE4K:	20.7	RATIO:	1.0052
FORD	81	5049	23545	HW:2	4220.0	31.9	FE:2	PNCT NTUS	749901	1Z1-2.3-F-272
FORD	81	5049	807059	HW:2	4241.4	31.3	FE:2	PNCT USED	749901	1Z1-2.3-F-272
----	FORD	81	5049		4230.7	31.8	FE4K:	31.8	RATIO:	1.0000
FORD	81	5049	22938	HW:2	5710.0	32.6	FE:2	PNCT NTUS	779500	1Z1-2.3-H-274
FORD	81	5049	808992	HW:2	5981.2	31.1	FE:2	PNCT USED	779500	1Z1-2.3-H-274
----	FORD	81	5049		5850.8	31.8	FE4K:	31.8	RATIO:	1.0074
FORD	81	5051	18988	C : 1	3935.0	20.4	EM:1	PCRT NTUS	749900	1Z1-2.3-F-272
FORD	81	5051	808660	C : 1	4095.8	20.2	EM:1	PNCT USED	749900	1Z1-2.3-F-272
----	FORD	81	5051		4015.3	20.3	FE4K:	20.3	RATIO:	1.0000
FORD	81	5051	23031	C : 1	5855.0	21.0	FE:2	PNCT USED	779502	1Z1-2.3-H-274
----	FORD	81	5051		5855.0	21.0	FE4K:	20.3	RATIO:	1.0348
FORD	81	5051	19832	HW:2	3903.0	29.3	EM:1	PNCT NTUS	749900	1Z1-2.3-F-272
FORD	81	5051	805295	HW:2	4097.0	30.9	EM:1	PNCT USED	749900	1Z1-2.3-F-272
----	FORD	81	5051		3980.0	30.1	FE4K:	30.1	RATIO:	1.0000
FORD	81	5051	23032	HW:2	5888.0	31.5	FE:2	PNCT USED	779502	1Z1-2.3-H-274
----	FORD	81	5051		5888.0	31.5	FE4K:	30.1	RATIO:	1.0473
FORD	81	5107	18830	C : 1	3807.0	15.2	EM:1	PNCT NTUS	710400	1F1-5.0-F-938
FORD	81	5107	18254	C : 1	3872.0	14.4	EM:1	PCRT USED	710400	1F1-5.0-F-938
----	FORD	81	5107		3829.5	14.8	FE4K:	14.8	RATIO:	1.0000
FORD	81	5107	18088	C : 1	5808.0	15.2	FE:2	PNCT USED	735100	1F1-5.0-H-810
FORD	81	5107	18836	C : 1	5953.0	14.2	FE:2	PNCT NTUS	735100	1F1-5.0-H-810
----	FORD	81	5107		5879.8	14.7	FE4K:	14.8	RATIO:	0.9928
FORD	81	5107	18831	HW:2	3828.0	18.8	EM:1	PNCT NTUS	710400	1F1-5.0-F-938
FORD	81	5107	18255	HW:2	3884.0	18.0	EM:1	PNCT USED	710400	1F1-5.0-F-938
----	FORD	81	5107		3855.0	18.3	FE4K:	18.3	RATIO:	1.0000
FORD	81	5107	18089	HW:2	5818.0	19.1	FE:2	PNCT USED	735100	1F1-5.0-H-810
FORD	81	5107	19835	HW:2	5922.0	19.4	FE:2	PNCT NTUS	735100	1F1-5.0-H-810
----	FORD	81	5107		5870.0	19.2	FE4K:	18.3	RATIO:	1.0521
FORD	81	5188	14245	C : 1	3848.0	17.6	EM:1	PNCT NTUS	878400	1U2-4.9-F-950
FORD	81	5188	18283	C : 1	4057.0	17.5	EM:1	PNCT NTUS	878400	1U2-4.9-F-950
FORD	81	5188	803357	C : 1	4184.0	17.2	EM:1	PCRT USED	878400	1U2-4.9-F-950
----	FORD	81	5188		4030.0	17.4	FE4K:	17.4	RATIO:	1.0000
FORD	81	5188	18092	C : 1	5959.0	17.9	FE:2	PNCT USED	730802	1U2-4.9-H-847
----	FORD	81	5188		5959.0	17.9	FE4K:	17.4	RATIO:	1.0269
FORD	81	5188	18284	HW:2	4087.0	23.1	EM:1	PNCT NTUS	878400	1U2-4.9-F-950
FORD	81	5188	803358	HW:2	4203.0	22.7	EM:1	PNCT USED	878400	1U2-4.9-F-950
----	FORD	81	5188		4145.0	22.9	FE4K:	22.9	RATIO:	1.0000
FORD	81	5188	18093	HW:2	5970.0	23.3	FE:2	PNCT USED	730802	1U2-4.9-H-847
----	FORD	81	5188		5970.0	23.3	FE4K:	22.9	RATIO:	1.0175
FORD	81	5192	13497	C : 1	3857.0	14.7	EM:1	PNCT NTUS	879700	1U1-4.9-F-104
FORD	81	5192	802408	C : 1	3958.1	15.2	EM:1	PCRT USED	879700	1U1-4.9-F-104
----	FORD	81	5192		3907.5	14.9	FE4K:	14.9	RATIO:	1.0000
FORD	81	5192	17587	C : 1	5810.0	15.8	FE:2	PNCT USED	729600	1U1-4.9-H-834
----	FORD	81	5192		5810.0	15.8	FE4K:	14.9	RATIO:	1.0572

MFR	ACR	K	TNUM	TPRO	ODD	RWMC	TTYP	CTD	FED	INT#	VRSN	VID
GM	81	5411	20379	HW:2	7776.0	27.3	FE:2	PNCT	USED	780100		1464-5076F
----	GM	81	5411	2	7752.0	27.3	FE4K:	27.0	RATIO:	1.0088		
GM	81	5415	802880	C:1	3978.8	18.0	EM:1	PCRT	USED	898400		880131
----	GM	81	5415	1	3978.8	18.0	FE4K:	18.0	RATIO:	1.0000		
GM	81	5415	20050	C:1	4732.0	18.4	FE:2	PNCT	USED	898403		880131
----	GM	81	5415	1	4732.0	18.4	FE4K:	18.0	RATIO:	1.0222		
GM	81	5415	20082	C:1	7825.0	19.2	FE:2	PNCT	NTUS	755200		14F4-8053F
GM	81	5415	805431	C:1	7820.3	19.0	FE:2	PNCT	USED	755200		14F4-8053F
---	GM	81	5415	1	7772.8	19.1	FE4K:	18.0	RATIO:	1.0611		
GM	81	5415	15708	HW:2	3844.0	23.8	EM:1	PNCT	NTUS	898400		880131
GM	81	5415	802881	HW:2	3898.9	23.8	EM:1	PNCT	USED	898400		880131
----	GM	81	5415	2	3820.4	23.6	FE4K:	23.8	RATIO:	1.0000		
GM	81	5415	20081	HW:2	4743.0	25.1	FE:2	PNCT	USED	898403		880131
----	GM	81	5415	2	4743.0	25.1	FE4K:	23.8	RATIO:	1.0636		
GM	81	5415	20083	HW:2	7636.0	27.8	FE:2	PNCT	NTUS	755200		14F4-8053F
GM	81	5415	805430	HW:2	7631.1	27.8	FE:2	PNCT	USED	755200		14F4-8053F
----	GM	81	5415	2	7783.8	27.7	FE4K:	23.8	RATIO:	1.1737		
GM	81	5417	18813	C:1	3752.0	17.2	EM:1	PNCT	NTUS	711700		880118
GM	81	5417	803500	C:1	3930.0	17.4	EM:1	PCRT	USED	711700		880118
GM	81	5417	18842	C:1	4095.0	17.5	FE:2	PNCT	NTUS	711700		880118
----	GM	81	5417	1	3825.7	17.4	FE4K:	17.4	RATIO:	1.0000		
GM	81	5417	20208	C:1	7845.0	18.1	FE:2	PNCT	USED	758200		14F4-80115F
----	GM	81	5417	1	7845.0	18.1	FE4K:	17.4	RATIO:	1.0423		
GM	81	5417	18614	HW:2	3783.0	28.4	EM:1	PNCT	NTUS	711700		880118
GM	81	5417	803824	HW:2	3994.8	28.7	EM:1	PNCT	USED	711700		880118
GM	81	5417	18843	HW:2	4106.0	28.7	FE:2	PNCT	NTUS	711700		880118
----	GM	81	5417	2	3954.5	28.6	FE4K:	28.8	RATIO:	1.0000		
GM	81	5417	20207	HW:2	7956.0	28.8	FE:2	PNCT	USED	758200		14F4-80115F
----	GM	81	5417	2	7956.0	28.8	FE4K:	28.8	RATIO:	1.0350		
GM	81	5418	17754	C:1	3824.0	17.0	EM:1	PNCT	NTUS	724100		890101
GM	81	5418	18435	C:1	4074.0	17.1	EM:1	PCRT	USED	724100		890101
GM	81	5418	20152	C:1	4110.0	17.8	FE:2	PNCT	USED	728001		890103
GM	81	5418	20154	C:1	4154.0	17.7	FE:2	PNCT	USED	728001		890103
----	GM	81	5418	1	4085.5	17.4	FE4K:	17.4	RATIO:	1.0000		
GM	81	5418	20208	C:1	7842.0	17.4	FE:2	PNCT	USED	758300		14F4-9084F
GM	81	5418	20210	C:1	7688.0	17.8	FE:2	PNCT	USED	758300		14F4-9084F
GM	81	5418	20212	C:1	7731.0	17.5	FE:2	PNCT	USED	758300		14F4-9084F
----	GM	81	5418	1	7688.3	17.5	FE4K:	17.4	RATIO:	1.0118		
GM	81	5418	17753	HW:2	3826.0	23.6	EM:1	PNCT	NTUS	724100		890101
GM	81	5418	18438	HW:2	4086.0	23.6	EM:1	PNCT	USED	724100		890101
GM	81	5418	20153	HW:2	4121.0	24.1	FE:2	PNCT	USED	728001		890103
GM	81	5418	20158	HW:2	4185.0	24.4	FE:2	PNCT	USED	728001		890103
----	GM	81	5418	2	4081.5	23.9	FE4K:	23.9	RATIO:	1.0000		
GM	81	5418	20211	HW:2	7697.0	24.7	FE:2	PNCT	USED	758300		14F4-9084F
----	GM	81	5418	2	7697.0	24.7	FE4K:	23.9	RATIO:	1.0328		
GM	81	5420	17044	C:1	3830.0	18.8	EM:1	PNCT	NTUS	720900		880117
GM	81	5420	803781	C:1	4022.0	18.8	EM:1	PCRT	USED	720900		880117
----	GM	81	5420	1	3926.0	18.7	FE4K:	18.7	RATIO:	1.0000		
GM	81	5420	20219	C:1	8080.0	17.0	FE:2	PNCT	USED	758201		14F4-80115F
----	GM	81	5420	1	8080.0	17.0	FE4K:	18.7	RATIO:	1.0180		
GM	81	5420	17045	HW:2	3841.0	25.6	EM:1	PNCT	NTUS	720900		880117
GM	81	5420	803780	HW:2	4033.7	25.2	EM:1	PNCT	USED	720900		880117
----	GM	81	5420	2	3937.3	25.4	FE4K:	25.4	RATIO:	1.0000		
GM	81	5420	20220	HW:2	8091.0	27.2	FE:2	PNCT	NTUS	758201		14F4-80115F
GM	81	5420	20527	HW:2	8188.0	27.3	FE:2	PNCT	USED	758201		14F4-80115F
----	GM	81	5420	2	8139.5	27.2	FE4K:	25.4	RATIO:	1.0728		

COUNTS(4K): CITY.EMISS : 93 HW.EMISS : 92 CITY.FE : 28 HW.FE : 28
COUNTS(+K): CITY.EMISS : 30 HW.EMISS : 30 CITY.FE : 99 HW.FE : 99