

**ASSOCIATION OFFICERS:**

**PETER (MAC) BROWNSON**

President

**FRED BORDOFF**

First Vice President

**PAUL BARTHOLOMEW**

Second Vice President

**TIM MORRIS**

Third Vice President

**JANE OPER**

Secretary

**RONALD J. HILL**

Treasurer

**FRED ALTMAN**

General Counsel

**RALPH BOMBARDIERE**

Executive Director

required to implement OBD testing. This is due to NY State being considered by the US EPA to be part of the ozone transport region. In the last few years the State claims there have been more ozone warnings become commonplace in much of NY State, especially on hot summer days. Some health officials claim that level ozone can aggravate or even cause respiratory ailments, such as damage to lung tissue and reduction in lung function. We are told that Nitrogen Oxide, or NOx for short, is a one of the contributor to ground level ozone, acid rain and water quality deterioration. This program, according to the state, is aimed at reducing the amounts of NOx in the air as well as carbon monoxide and hydrocarbons. The reduction of these contaminates, are suppose to reduce lower level ozone which in a combination of these eliminates coupled with sunlight. The result, according to state officials is that we will be breathing cleaner air and meet Federal standards.

**Information on Upcoming New York Vehicle Inspection Program**

The New York Vehicle Inspection Program, or NY VIP for short, is being implemented in an effort to comply with the Federal Clean Air Act. The system will consist of the following basic components:

- a computing device (PC/PDA)
- report printer
- bar-code scanner
- OBD II data link connector
- a modem

The most significant change in the process will be a computer automated OBD II inspection with data being transmitted to state computers each time a vehicle is inspected. The following are frequently asked questions regarding the new system.

Q Why is this change happening?

A Under the provisions of the Federal Clean Air Act of 1990, NY State was

Q Where and when will NY VIP begin?

A NY VIP is expected to be implemented in a modest number of stations later this year and continue until the entire program is operational in the 53 county upstate area. The full program is currently projected to be implemented no later than June 30, 2004. NY VIP will be expanded into the New York Metropolitan area no later than April 2005.

Q What is “OBD II”?

A “OBD II” stands for “On Board Diagnostics 2”. This system has been around for almost ten years now and has proven to be very effective in alerting the vehicle driver to a problem that has the potential to cause vehicle emissions to go above a certain level. The vehicle’s computer, if all is working well, will detect and store an emissions failure.

The “service engine light” will go on indicating a stored code. The vehicle’s computer system needs to be scanned to detect the problem. If OBD II is a new concept for you, you may want to consider ways to obtain information about this technology.

Q Will registration based emission enforcement be used upstate?

A Yes, it is expected that registration based emission enforcement will be expanded to include upstate. For those people not familiar, registration based emission enforcement means that a person will not be allowed to renew their vehicle registration unless we have a record that the vehicle for the renewal is sought has passed a valid emission inspection within the last 12 months. The fact that inspection results will be transferred to DMV via you inspection computer will make this process very easy to do.

Q What will we be testing for?

A Safety inspection criteria will not change. Emissions inspections will remain the same for 1995 and older vehicles but will change significantly for 1996 and newer gasoline powered vehicles with a registered weight of 8500 lbs. or less.

On these 1996 and newer vehicles, you will also be required to inspect the OBD II system and vehicles will be failed for the following additional reasons:

- MIL is on with engine running
- MIL does not light with key on engine off
- MIL is commanded on by Power Control Module (PCM)
- Readiness indicators are not set

Q So I can just unhook the battery to clear the codes and the vehicle will pass?

A No, OBD II has what are called readiness indicators which will have to be reset by driving the vehicle before re-

testing.

Q What if someone just removes the MIL bulb?

A Part of the OBD II inspection will be to check the MIL for proper function; if the MIL does not light in the key-on-engine-off mode, the vehicle will fail. If the MIL stays lit with the key-on-engine-running mode, the vehicle will fail. If the MIL is commanded on by the PCM, the vehicle will fail even if the light itself somehow malfunctions. So, as you can see if someone were to remove the MIL bulb, the vehicle will still fail.

Q Will a vehicle that belches blue smoke fail?

A Not necessarily, if the blue smoke does not cause the OBD II system to set a code and all the necessary readiness indicators are set, the vehicle may pass.

Q Some vehicles prior to 1996 model year were equipped with OBD II. Will these vehicles get an OBD II inspection?

A No.

Q How much will this equipment cost me?

A This has yet been announced. The successful bidder, TestCom in negotiations with the State on a contract. As soon as the contract is signed by all parties the price of the equipment. However, the cost is expected to be less than was originally rumored. We expect it will be under \$2,500.

Q Will the inspection fee go up for OBD II inspections?

A A decision on a fee change is yet to be announced. We expect that the state will try to offer the industry about \$4.00. The industry will need to make it voice heard if the fee increase is unacceptable. The state is claiming the fee will be related to the cost of the equipment and the time it takes to perform an

inspection.

Q Do I have to buy this equipment?

A If you want to remain/or become a light duty public inspection station you will have to acquire this equipment.

Q If this system is personal computer based, will I be able to use it for anything other than inspections, such as diagnosis?

A The base unit is for inspections only; the NY State selected contractor may have options available to the station at extra cost. If the contractor decides to offer add-ons, they would have to be approved by the DMV/DEC before they are made available to stations. No software/hardware other than those items approved by DMV/DEC will be allowed.

Q What will the report printer be used for?

A The report printer will be used primarily to generate inspection receipts, rejection notices and daily inspections reports, but there are many other reports it will be able to print as well. Daily inspection reports will take the place of form VS-1074, which is now used to record every inspection your station performs.

Q What will the barcode scanner be used for?

A The barcode scanner will be used to enter information into the system. Gone will be the days of hand writing inspection information. You will be able to scan vehicle information, inspector information and inspection certificates directly into the system to minimize data entry time and errors.

Q What will the modem be used for?

A The modem's primary function is to send inspection information to our state computers each time an inspection is performed. It will also facilitate the sending of state messages to stations,

such as information on regulation changes or any other necessary information.

Q I've heard the computerized inspection equipment down state is very expensive to maintain how expensive will it be to repair this new equipment?

A Because OBD is a much simpler test, there is not dynamometer or gas bench to maintain; this alone would normally bring down the cost of maintenance. This program requires the vendor to replace/repair the NY VIP equipment at no cost to the station, as long as vandalism, misuse or lack of maintenance does not cause the problem.

Q What other costs are associated with NY VIP besides purchase price and repairs?

A There will be a per connection charge assessed for each inspection payable to the contractor, but this fee has not yet been announced. There will also be a one time cost for a telephone line. Stations will also be responsible for consumables such as paper and printer toner cartridges.

Q Who can I buy this equipment from and when?

A You can only buy this equipment from the approved vendor, which is TestCom. You should not purchase any equipment for this program until it is announced that the contracts have been signed and the program is going forward. We will notify stations when approved equipment is available.

Q With an OBD scanner haven't I already have met these requirements?

A No, this program will require specialized equipment designed specifically for NY State's automated OBD II inspection process.

Q If I am an upstate station, will I be able

to perform inspections on cars from the NYMA?

A Any NYMA vehicle 1995 model year and older that requires an emission test will still require a dynamometer or idle test if it is less than 26 model years old. These motorists can obtain a temporary certificate of emission waiver and then receive low enhanced inspection, which will give them 10 days to get the proper inspection upon reentry into the NYMA. The current expectation is that 1996 and newer vehicles may receive their emission inspection at any licensed facility in the state beginning 4/1/2005. We will need to change our regulations to allow this.

Q What are some benefits of being part of this program?

A According to the State, electronic record keeping, emission related repairs and possibly an inspection fee increase in the upstate area. The major reason is that you will not be allowed to continue in the inspection program if you do not participate in the new program.

Q Will there be a new inspection certificate?

A The State plans to use recently redesigned inspection certificates and do not anticipate a need for new stickers.

Q If I am not computer literate how long will it take for me to become competent in the use of this equipment?

A The system will prompt you through each step of the inspection, once you turn it on. In addition a user manual will also come with the unit and if that's not enough, the vendor is going to have a toll free help desk for you to call if you still need help.

Q Will I be able to monitor the activity of my inspectors?

A Yes, the system will be able to generate

reports on inspector activity for the station owner/manager. The owner/manager will also be able to add or remove authorized inspectors from the system, thereby controlling who is actually doing inspections at the facility.

Q How long will the program last?

A The contract with the vendor is for 7 years with the option of 2 additional 1-year periods.

Please watch for future updates in the bulletin for the latest information on this program.

---

### **Motor Vehicle Owners Right to Repair Act**

For nearly one hundred years Americans have had a love affair with their automobiles. Americans love their cars because they love their freedom. Ever since there have been tires on the road, there has been someone around willing to service and repair them, and also to provide affordable quality replacement parts. Today, the aftermarket has grown into a two hundred billion dollar a year industry with five million people working in 495,000 locations around the United States. Competition and choice benefit the consumer, your customer and all of us benefit.

Today, seventy-five percent of consumers, once a warranty has expired, choose to shop in the aftermarket. But now, all of this is in jeopardy. Americans may be about to lose the right to choose where and by whom they get their automobiles repaired. Computers can control today's cars and that can be good. It means that cars can be safer, and cleaner, and more efficient. It can make them easier to diagnose when they need repair. But this new technology has a downside as well. It demands all new tools,

and requires information to make the repairs, but car manufacturers restrict that access to these tools and to that information. Their goal is simple, to force your customer back to the new car dealer for even the simplest of repairs.

In uncertain economic times, your customers who depend on you should not be forced to pay more for their repairs and we cannot afford the loss. The industry has been fighting back. A few years ago, the industry in California united and passed a law that required the car companies to provide all the information necessary for service and repair on the emission system of the car. The problems persist in other areas on the car, and that's exactly why we need legislation at a national level for the entire car.

The good news is that a Bill in Congress exists, called the Motor Vehicle Owners Right to Repair Act. The Bill introduced by representatives Joe Barton and Edolphus Towns, has drawn support from sixty-six other members of the U.S. House of Representatives. It requires that all information needed to diagnose service and repair a vehicle and to choose between aftermarket parts or original parts, be made available to the owner of the vehicle or whomever they wish to make the repairs. It guarantees that vehicle owners will continue to have a choice in car repair. In a national poll, 88 percent of respondents agreed that all Americans should have the right to choose where and by whom they have their car repaired.

Still, many members of Congress and most of the general public are not aware of the problem nor the solution. That's where the industry can help. We are launching a campaign to educate our consumers, our industry, and our congress and it will take all of us working together to make this happen. It means that your location can be one of thousands helping spread the word

about this Bill. Inserted in your bulletin, there is a petition. This is where you can really help the cause, by explaining the issue and asking your customers to sign the petition you will be helping the form of grass roots army. We will use it to show support for our Bill to Congress. Now it may not sound like much, but remember thousands of locations are doing the same thing and that adds up. Make copies of the petition and when you have ten or twenty pages filled with signatures, return it to the Association, and we will personally guarantee to you we will deliver all of those signatures to Congress. Nationwide other Associations are doing the same. Just imagine, delivering millions of signatures to Capital Hill, what a show.

The potential of this campaign is huge. Its success depends on you. The car companies will use all of their power to try and defeat us. They have hundreds of lobbyists in Washington, ready to try and take us apart and stop our bill, but we have something they do not. You and the people who depend on you everyday for service and parts. We can do it again with your help, so let's get going. First step, you sign the petition, then get all those working with you to sign. Become an advocate and tell your friends and family, it takes just a few to get the word started. Once it starts, it can't be stopped. Every name, every signature, every phone call, every e-mail helps, and puts us one step closer to victory. Be part of the solution.

---

**Below Cost Selling Bill (A.8398 - S.4974)  
Enacted**

The New York's Motor Fuel Marketing Practices Act or Below Cost Selling Bill (A.8398 - S.4974) has been signed into law by Governor George Pataki. The bill outlines and makes unlawful certain

predatory and discriminatory pricing practices and rebates, exempts certain sales and sets civil penalties and enforcement.

In enacting this law, legislators and the Governor recognized that fair and healthy competition in the marketing of motor fuel provides maximum benefits to the consumers of the state. Predatory pricing practices are unfair trade practices and restraints that adversely affect motor fuel competition. Subsidized pricing is inherently predatory because it is unfair and destructive to, and reduces competition in, the motor fuel marketing industry.

Getting this bill signed into law represents a great deal of hard work by distributors and dealers. We wish to acknowledge the support of Assemblyman Tonko and Senator Nozzolio. Thanks to all who assisted.

---

### **Proposed Amendments to the New York's Motor Fuel Marketing Practices Act**

The New York State Consumer Protection Board has provide the association with the following information about implementation of the below cost selling bill. We are passing this on in an attempt to better keep you informed.

New York's Motor Fuel Marketing Practices Act (MFMPA) is intended to help preserve, promote and encourage competition in the motor fuel industry in New York State. The New York State Consumer Protection Board (CPB) is charged with investigating complaints regarding violations of this law.

We are providing this information to assist all Association members in complying with the MFMPA and learning how they may file complaints concerning potential violations of the law. Governor Pataki and the Legislative leaders have agreed on several

amendments to the law that are expected to be enacted in early 2004. This letter reflects those anticipated amendments.

The law as amended would take effect on April 21, 2004. It identifies and defines certain illegal marketing practices that impair fair and healthy competition and harm consumers. Persons who knowingly violate the law would be subject to a civil penalty of up to \$10,000 per violation. Each day that a violation occurs would be considered a separate violation, but no civil penalty could exceed \$250,000.

The MFMPA defines several types of unlawful conduct, including:

- Sales of motor fuel at a retail price which is less than 95% of the seller's cost, where the effect is to injure competition. Seller's cost includes the cost of the motor fuel commodity; federal, state and local taxes and fees applicable to motor fuels; transportation costs; direct labor costs; and the reasonable rental value of the retail outlet applicable to motor fuels.
- Sales of motor fuel by refiners and their agents at a price that is less than 95% of the price they charge any wholesaler or dealer under written contract in the same geographic market, where the effect is to injure competition.
- Sales or receipt of fuel at a price which is less than 95% of the price at which the seller is contemporaneously selling fuel of like grade to another person on the same level of distribution and within the same geographic market, where the effect is to injure competition.
- Sales of motor fuel by a refiner to a wholesaler under written contract at a price which is higher than the net price at which the refiner contemporaneously sells motor fuel to a dealer in competition with any retail outlet supplied by the wholesaler, where the effect is to injure competition.

- Certain limitations or allocations of motor fuel by suppliers to resellers purchasing under contract from the supplier.

The law provides for certain exemptions. An isolated or inadvertent incident involving prohibited activity is not considered a violation of the law. In addition, retail sales made in good faith to meet an equally low retail price of a competitor in the same geographic market are not violations.

Further, certain retail sales by a refiner are exempt, including clearance sales for the purpose of discontinuing trade; final business liquidation sales; sales made by a fiduciary under the order or direction of a court; and sales made during a grand opening to introduce a new or remodeled business not to exceed three days, if held within sixty days from the date the new or remodeled business begins operations.

Complaints alleging violations of the law are to be filed with the CPB, which may conduct an investigation to determine whether a violation of the MFMPA has occurred. As part of that investigation, the CPB may request that industry participants produce documents and records. The CPB may serve subpoenas to obtain information necessary for the investigation. Trade secret and proprietary business information contained in the documentation will be treated as confidential by the CPB.

After completing the investigation, the CPB may attempt to resolve the matter by settlement. If no settlement is achieved, the CPB will refer the matter to the Attorney General for further proceedings, including, if necessary, legal action.

Further information about the law will be available in March 2004 through the CPB's website (<http://www.nymfmpa.gov>) or by contacting your association. Complaint

forms will be available at those locations after April 15, 2004.

I hope that the above information is helpful to you in meeting the requirements of the MFMPA.

---

### **A.8569 - The Encroachment Bill**

We had hoped there would be a special session of the legislature before the end of 2003 and that A8589, our Encroachment Legislation, that would have prohibited major oil companies from opening new company operated stations. However, the legislature did not return, and we are now faced with the bill being returned their starting points. So, we must repeat the process. In the 2003 session we were able to pass the bill through the Senate but were stymied in the Assembly by one lone Republican from Elmira.

The service station industry of New York desperately needs A.8589 to be passed and signed into law. Exxon/Mobil has embarked on a stealth program of increasing company operations while telling dealers it is not happening. We have identified eleven stations to be built location in Albany, two in Rochester, one in Buffalo, and several on the drawing board in the Metropolitan Area. There are more coming that we have not been able to identify. We will continue searching.

Dealers have been told that Exxon/Mobil has not determined what type of stations will dominate upstate New York, but that this decision will be made and announced to dealers in June of 2004. There is no doubt that the dealers have been misled. The company already knows what it intends to do upstate as well as downstate, and that is to dominate and control the market from well to retail service station.

### When is the Best Time To Have Your Clerks Certified For Tobacco Sales?

If you have been putting off have your clerks certified for tobacco sales, what reason have you chosen. Is it that

- a. To difficult to find a time to have them out of the store to take the class.
- b. Unsure when next class is being held.
- c. Expense of sending them to the class.
- d. Just haven't gotten around to it..

Well let's do a little math. If you get just one violation this year, your store will accumulate 2 points. Additionally you will have a fine of anywhere from \$300 to \$1000. Every six months, for three years, you experience an enforcement action. You can train your clerks at this point, and it will reduce the likelihood of a second violation. However, any violation still gives you at least three total points. This results in a 6 month suspension of your tobacco registration and lottery license, after which three points will be removed from your record.

Compare this with the situation where a trained clerk makes a sale. In the first place the likelihood of successfully arguing for a reduced fine is much greater. Second, although you will need to be careful to have all new employees trained before letting them sell tobacco products, your next error, will bring your total to two points, and your tobacco registration will not be lifted.

Have your clerk trained before the first violation. Call your Association to find out when the next class is being held. Make time for your employees to attend that class and sign them up. Remember, the expense of that class is minimal to that of having your customers have to go elsewhere because you cannot provide them with the product or service they are looking for.

### Changes to Prepaid Taxes on Motor Fuel

On June 1, the state recalculated the Prepaid Sales Tax on gasoline. This increased by 3.0 cents in Region 1 (downstate) and by 1.2 cents per gallon in Region 2 (upstate). Driving this increase was not only higher gas prices, but also the quarter percent New York State sales tax increase.

Pre-paid taxes in cents per gallon of gasoline will be as follows:

• Federal Excise	18.40
• State Excise	8.00
• Petroleum Business	14.60
• Pre-Paid Sales (Reg 1)	10.90
• (Reg 2)	9.10
• Test Tax	0.05

The total prepaid tax on gasoline is 51.95 cents/gallon in the downstate Region 1 and 50.15 in the upstate Region 2..

Pre-paid taxes in cents per gallon of diesel fuel will be as follows:

• Federal Excise	24.40
• State Excise	8.00
• Petroleum Business	12.85
• Pre-Paid Sales (Reg 1)	9.95
• (Reg 2)	8.50
• Test Tax	0.05

The total prepaid tax on diesel is 55.25 cents/gallon in the downstate Region 1 and 53.80 in the upstate Region 2.

Actual taxes due will fluctuate with the retail price as a result of the sales tax component. To assist dealers in determining the tax due, the Association has provided a table in this issue of the bulletin. It shows sales tax for a variety of retail prices and tax rates. By subtracting the prepaid sales tax, you will be able to determine the excess sales tax you owe or is to be credited to you. Should you require a tax chart for a rate not shown, please contact the association, and we will get one out to you.

### **Exxon Class Action Group Receiving Solicitations**

The Association has heard that some members of the successful class in the Exxon lawsuit have received solicitations asking them to sign on as clients of these companies. Solicitors would then charge these members a portion of the Exxon overcharge settlement monies that would be due them.

The money these companies plan to charge is money to which class members are already entitled. There is no need to pay for the offered services for which they intend to charge you. Please contact the Association if you receive one of these letters.

---

### **Minimum Age For Cashiers Who Sell Alcoholic Beverages**

The Association has received questions relating to minimum ages for clerks who sell alcoholic beverages. The regulations on these, taken from page 7 of the State Liquor Authority Handbook are as follows:

1. Clerks and cashiers who handle and receive payment for alcoholic beverages in drug stores, grocery stores and convenience stores must be at least 16 years old and must be supervised by someone who is at least 18 years old.
2. Clerks and cashiers in liquor and/or wine stores must be at least 18 years old.

**WORKERS' COMPENSATION  
SAFETY GROUP  
#536DECLARED DIVIDENDS  
AVE AVERAGED 35% FOR  
THE PAST FIVE YEARS**

### **DMV Record Retrieval**

DMV record retrieval is available at a cost of \$10 per record. Additionally, you may order DMV certified paper abstracts of drivers license, vehicle registration, and vehicle title records for an additional fee of \$2 per abstract. To use this service should call 518-452-4367.

---

### **We Have Changed Our Web Address**

The Association is pleased to announce a new web site. The old website has been completely revamped to provide you with easier faster access to the information you need. The new address is

**[www.nysassrs.com](http://www.nysassrs.com)**

Our e-mail address has changed to:

**[grany@nysassrs.com](mailto:grany@nysassrs.com)**

In addition to being able to read back issues of newsletters, and providing you with links to important sites we have added a bulletin board to provide you with information as the stories break.

# **WARNING**

**YOU CANNOT DO  
INSPECTIONS IF ANY OF  
YOUR EQUIPMENT IS  
MISSING OR INOPERABLE.**

**PERFORMING AN  
INSPECTION UNDER  
THESE CONDITIONS CAN  
RESULT IN REVOCATION  
OR SUSPENSION OF YOUR  
INSPECTION LICENSE.**

TOTAL SALES TAX (cents/gallon) FOR VARIOUS TAX RATES								
Retail Price	TAX RATE							
	6.25%	6.75%	7.25%	7.75%	8.25%	8.50%	8.625%	8.75%
150.9	8.41	9.04	9.66	10.28	10.89	11.19	11.35	11.50
151.9	8.46	9.10	9.73	10.35	10.97	11.27	11.43	11.58
152.9	8.52	9.16	9.80	10.42	11.04	11.35	11.51	11.66
153.9	8.58	9.23	9.86	10.49	11.12	11.43	11.58	11.74
154.9	8.64	9.29	9.93	10.57	11.20	11.51	11.66	11.82
155.9	8.70	9.35	10.00	10.64	11.27	11.59	11.74	11.90
156.9	8.76	9.42	10.07	10.71	11.35	11.66	11.82	11.98
157.9	8.82	9.48	10.13	10.78	11.42	11.74	11.90	12.06
158.9	8.88	9.54	10.20	10.85	11.50	11.82	11.98	12.14
159.9	8.94	9.60	10.27	10.93	11.58	11.90	12.06	12.22
160.9	8.99	9.67	10.34	11.00	11.65	11.98	12.14	12.30
161.9	9.05	9.73	10.40	11.07	11.73	12.06	12.22	12.38
162.9	9.11	9.79	10.47	11.14	11.81	12.14	12.30	12.46
163.9	9.17	9.86	10.54	11.21	11.88	12.21	12.38	12.54
164.9	9.23	9.92	10.61	11.29	11.96	12.29	12.46	12.62
165.9	9.29	9.98	10.67	11.36	12.03	12.37	12.54	12.70
166.9	9.35	10.05	10.74	11.43	12.11	12.45	12.62	12.79
167.9	9.41	10.11	10.81	11.50	12.19	12.53	12.70	12.87
168.9	9.46	10.17	10.88	11.57	12.26	12.61	12.78	12.95
169.9	9.52	10.24	10.94	11.64	12.34	12.68	12.86	13.03
170.9	9.58	10.30	11.01	11.72	12.42	12.76	12.93	13.11
171.9	9.64	10.36	11.08	11.79	12.49	12.84	13.01	13.19
172.9	9.70	10.43	11.15	11.86	12.57	12.92	13.09	13.27
173.9	9.76	10.49	11.21	11.93	12.64	13.00	13.17	13.35
174.9	9.82	10.55	11.28	12.00	12.72	13.08	13.25	13.43
175.9	9.88	10.62	11.35	12.08	12.80	13.15	13.33	13.51
176.9	9.94	10.68	11.42	12.15	12.87	13.23	13.41	13.59
177.9	9.99	10.74	11.49	12.22	12.95	13.31	13.49	13.67
178.9	10.05	10.81	11.55	12.29	13.02	13.39	13.57	13.75
179.9	10.11	10.87	11.62	12.36	13.10	13.47	13.65	13.83
180.9	10.17	10.93	11.69	12.44	13.18	13.55	13.73	13.91
181.9	10.23	11.00	11.76	12.51	13.25	13.62	13.81	13.99
182.9	10.29	11.06	11.82	12.58	13.33	13.70	13.89	14.07
183.9	10.35	11.12	11.89	12.65	13.41	13.78	13.97	14.15
184.9	10.41	11.19	11.96	12.72	13.48	13.86	14.05	14.23
185.9	10.46	11.25	12.03	12.80	13.56	13.94	14.13	14.31
186.9	10.52	11.31	12.09	12.87	13.63	14.02	14.20	14.39
187.9	10.58	11.38	12.16	12.94	13.71	14.09	14.28	14.47
188.9	10.64	11.44	12.23	13.01	13.79	14.17	14.36	14.56
189.9	10.70	11.50	12.30	13.08	13.86	14.25	14.44	14.64
190.9	10.76	11.57	12.36	13.16	13.94	14.33	14.52	14.72
191.9	10.82	11.63	12.43	13.23	14.02	14.41	14.60	14.80
192.9	10.88	11.69	12.50	13.30	14.09	14.49	14.68	14.88
193.9	10.94	11.75	12.57	13.37	14.17	14.56	14.76	14.96
194.9	10.99	11.82	12.63	13.44	14.24	14.64	14.84	15.04
195.9	11.05	11.88	12.70	13.51	14.32	14.72	14.92	15.12
196.9	11.11	11.94	12.77	13.59	14.40	14.80	15.00	15.20
197.9	11.17	12.01	12.84	13.66	14.47	14.88	15.08	15.28
198.9	11.23	12.07	12.90	13.73	14.55	14.96	15.16	15.36
199.9	11.29	12.13	12.97	13.80	14.63	15.03	15.24	15.44

TOTAL SALES TAX (cents/gallon) FOR VARIOUS TAX RATES								
Retail Price	TAX RATE							
	6.25%	6.75%	7.25%	7.75%	8.25%	8.50%	8.625%	8.75%
200.9	11.35	12.20	13.04	13.87	14.70	15.11	15.32	15.52
201.9	11.41	12.26	13.11	13.95	14.78	15.19	15.40	15.60
202.9	11.46	12.32	13.18	14.02	14.85	15.27	15.48	15.68
203.9	11.52	12.39	13.24	14.09	14.93	15.35	15.55	15.76
204.9	11.58	12.45	13.31	14.16	15.01	15.43	15.63	15.84
205.9	11.64	12.51	13.38	14.23	15.08	15.50	15.71	15.92
206.9	11.70	12.58	13.45	14.31	15.16	15.58	15.79	16.00
207.9	11.76	12.64	13.51	14.38	15.23	15.66	15.87	16.08
208.9	11.82	12.70	13.58	14.45	15.31	15.74	15.95	16.16
209.9	11.88	12.77	13.65	14.52	15.39	15.82	16.03	16.24
210.9	11.94	12.83	13.72	14.59	15.46	15.90	16.11	16.33
211.9	11.99	12.89	13.78	14.67	15.54	15.97	16.19	16.41
212.9	12.05	12.96	13.85	14.74	15.62	16.05	16.27	16.49
213.9	12.11	13.02	13.92	14.81	15.69	16.13	16.35	16.57
214.9	12.17	13.08	13.99	14.88	15.77	16.21	16.43	16.65
215.9	12.23	13.15	14.05	14.95	15.84	16.29	16.51	16.73
216.9	12.29	13.21	14.12	15.03	15.92	16.37	16.59	16.81
217.9	12.35	13.27	14.19	15.10	16.00	16.44	16.67	16.89
218.9	12.41	13.34	14.26	15.17	16.07	16.52	16.75	16.97
219.9	12.46	13.40	14.32	15.24	16.15	16.60	16.83	17.05
220.9	12.52	13.46	14.39	15.31	16.23	16.68	16.90	17.13
221.9	12.58	13.53	14.46	15.38	16.30	16.76	16.98	17.21
222.9	12.64	13.59	14.53	15.46	16.38	16.84	17.06	17.29
223.9	12.70	13.65	14.59	15.53	16.45	16.91	17.14	17.37
224.9	12.76	13.71	14.66	15.60	16.53	16.99	17.22	17.45
225.9	12.82	13.78	14.73	15.67	16.61	17.07	17.30	17.53
226.9	12.88	13.84	14.80	15.74	16.68	17.15	17.38	17.61
227.9	12.94	13.90	14.87	15.82	16.76	17.23	17.46	17.69
228.9	12.99	13.97	14.93	15.89	16.84	17.31	17.54	17.77
229.9	13.05	14.03	15.00	15.96	16.91	17.38	17.62	17.85
230.9	13.11	14.09	15.07	16.03	16.99	17.46	17.70	17.93
231.9	13.17	14.16	15.14	16.10	17.06	17.54	17.78	18.01
232.9	13.23	14.22	15.20	16.18	17.14	17.62	17.86	18.10
233.9	13.29	14.28	15.27	16.25	17.22	17.70	17.94	18.18
234.9	13.35	14.35	15.34	16.32	17.29	17.78	18.02	18.26
235.9	13.41	14.41	15.41	16.39	17.37	17.85	18.10	18.34
236.9	13.46	14.47	15.47	16.46	17.45	17.93	18.18	18.42
237.9	13.52	14.54	15.54	16.54	17.52	18.01	18.25	18.50
238.9	13.58	14.60	15.61	16.61	17.60	18.09	18.33	18.58
239.9	13.64	14.66	15.68	16.68	17.67	18.17	18.41	18.66
240.9	13.70	14.73	15.74	16.75	17.75	18.25	18.49	18.74
241.9	13.76	14.79	15.81	16.82	17.83	18.32	18.57	18.82
242.9	13.82	14.85	15.88	16.90	17.90	18.40	18.65	18.90
243.9	13.88	14.92	15.95	16.97	17.98	18.48	18.73	18.98
244.9	13.94	14.98	16.01	17.04	18.05	18.56	18.81	19.06
245.9	13.99	15.04	16.08	17.11	18.13	18.64	18.89	19.14
246.9	14.05	15.11	16.15	17.18	18.21	18.72	18.97	19.22
247.9	14.11	15.17	16.22	17.25	18.28	18.79	19.05	19.30
248.9	14.17	15.23	16.28	17.33	18.36	18.87	19.13	19.38
249.9	14.23	15.30	16.35	17.40	18.44	18.95	19.21	19.46