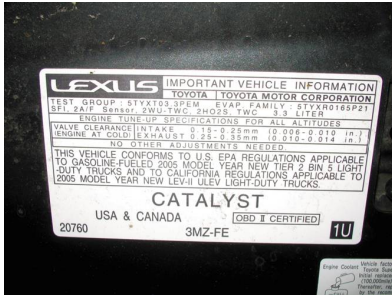


**FIGURE 24-1** The underhood decal showing that this Lexus RX-330 meets both national (Tier 2, BIN 5) and California LEV-II (ULEV) regulation standards.



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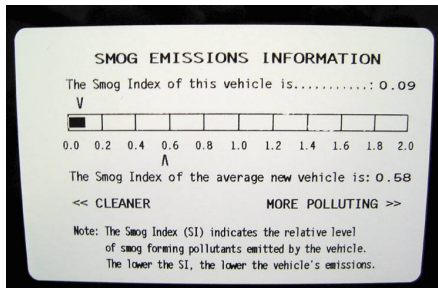
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**FIGURE 24-2** This label on a Toyota Camry hybrid shows the relative smog-producing emissions, but this does not include carbon dioxide (CO<sub>2</sub>), which may increase global warming.



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**FIGURE 24-3** Photo of a sign taken at an emissions test facility.



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FIGURE 24-4 A vehicle being tested during an enhanced emission test.



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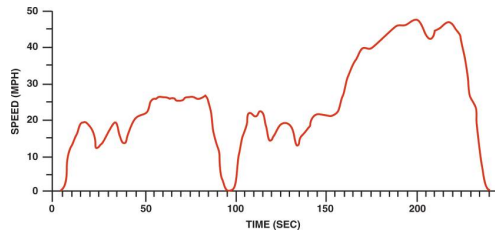
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FIGURE 24-5 Trace showing the Inspection/Maintenance 240 test. The test duplicates an urban test loop around Los Angeles, California. The first "hump" in the curve represents the vehicle being accelerated to about 20 mph, then driving up a small hill to about 30 mph and coming to a stop. At about 94 seconds, the vehicle stops and again accelerates while climbing a hill and speeding up to about 50 mph during this second phase of the test.



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FIGURE 24-6 A partial stream sampling exhaust probe being used to measure exhaust gases in parts per million (PPM) or percent (%).



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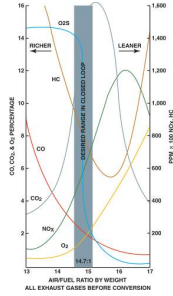
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**FIGURE 24-7** Exhaust emissions are very complex. When the air-fuel mixture becomes richer, some exhaust emissions are reduced, while others increase.



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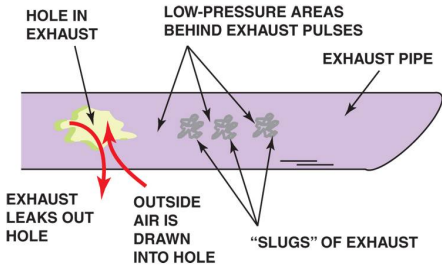
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**FIGURE 24-8** A hole in the exhaust system can cause outside air (containing oxygen) to be drawn into the exhaust system. This extra oxygen can be confusing to a service technician because the extra O<sub>2</sub> in the exhaust stream could be misinterpreted as a too-lean air-fuel mixture.



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