RESOLUTIONS INDEX CONT'D

Resolution 65-1 - Spelin, Inc. filed an application for a certificate of approval for the Spelin Crankcase Emission Control System.

Resolution 65-2 - Exempt vehicles from the mandatory provisions of the Health & Safety Code and Motor Vehicle Code in respect to exhaust controls for 1966 model new vehicles only.

Resolution 65-3 - Commends J. R. Scanlin for efforts in automotive air pollution control area

Resolution 65-4 - American Motors Corporation filed an application for a certificate of approval for the American Motors Corporation closed emission control system.

Resolution 65-5 - Universal Oil Products Company's vehicle testing laboratory at Des Plaines, Illinois is authorized.

Resolution 65-6 - Scott-State amendment to contract for 1964-1965 authorized.

Resolution 65-7 - Executive Officer authorized to execute and sign contract with Scott Research Laboratories during 1965-66, maximum amount of $35,000 contingent upon MVPCB budget approval by State Legislature.

Resolution 65-8 -

Resolution 65-9 - De Paolo filed an application for a certificate of approval for the De Paolo Crankcase Emission Control System.

Resolution 65-10 - Ford Motor Company's vehicle testing laboratory at their Desert Proving Grounds, Kingman, Arizona is authorized.

Resolution 65-11 - General Motors vehicle testing laboratory at their Desert Proving Grounds, Mesa, Arizona is authorized.

Resolution 65-12 - Volkswagen vehicle testing laboratory at their Volkswagen Factory is authorized.

Resolution 65-13 - Vehicles first registered outside of Calif., and vehicles first sold and registered as 1966 models but manufactured during the 1965 model year are exempt (for 1966 model year vehicles)from requirement of having exhaust control devices.

Resolution 65-14 - All 1963 and 1964 year model vehicles in classification (a) (foreign) be exempt from the requirement of having a crankcase control device.

Resolution 65-15 - Executive officer authorized to execute documents and agreements pertaining to U.S. Public Health Service grant funds, and will act in behalf of Board for the effective and orderly administration of the funds received.

RESOLUTION INDEX CONT.

Resolution 65-16 - Mr. George Delaney honored for past achievements and wished success in his retirement

Resolution 65-17 - General Motors issued a certificate of approval for factory installation "Air Injection Reactor"system for 1966 and subsequent model G.M. engines in classifications (b),(c),(d), (e) and (f).

Resolution 65-18 - Ford Motor Co. issued a certificate of approval for factory installation Ford "Thermactor" system for 1966 and subsequent model Ford engines in classifications (b),(c),(d),(e), & (f).

Resolution 65-19 - American Motors Corporation issued a certificate of approval for factory installation of "Air-Guard" System for 1966 & subsequent model American Motors engines in classifications (b),(c),(d), and (e).

Resolution 65-20 - International Harvester issued a certificate of approval for factory installation for 1966 and subsequent model I.H. 6-cylinder engines of the family 220,241, and 265 cu.in. in classification (c), and (d).

Resolution 65-21 - Kaiser-Jeep issued a certificate of approval for factory installation of the "Air Guard" System for 1966 and subsequent model Kaiser-Jeep engines in classifications (c) and (e).

Resolution 65-22 - Fog-Aire issued a certification of approval for the Fog-Aire Crankcase Ventilating System No. 1 for new and used motor vehicles in classifica tions (b),(c),(d),(e), and (f).

Resolution 65-23 - K & B Mfg. issued a certificate of approval for the K & B Vac-U-Tron crankcase emission control system for factory installation on 1966 & subsequent model new motor vehicles in classifications (b),(c),(d), (e), and (f).

Resolution 65-24 - Exempt from the provisions of Section 24390(a) of the Health & Safety Code are 1966 model year commercial vehicles designated as being over one half ton.

Resolution 65-25 - Board authorizes Executive Officer to execute inter-agency agreement with SDPH for 190,144.00.

Resolution 65-26 - Exhaust devices approved prior to July 13, 1965 for used cars, not valid, unless in compliance with cost limitations.

Resolution 65-27 - Adam Opel AG crankcase system on 1966 vehicles and subsequent models approved.

Resolution 65-28 - Alfa Romeo SPA crankcase for 1965

Resolution 65-29 Not submitted as yet

Resolution 65-30 California Board Policy determining test procedures for exhaust.

RESOLUTION 65-1

WHEREAS Spelin, Inc. filed an application for a certificate of approval for a crankcase emission control system on January 5, 1965, and which system is described as the Spelin Crankcase Emission Control System, and is described as follows:

> The Spelin Crankcase Emission Control System consists of a small electric fan, orifice and suitable tubing. The fan inlet is connected to the crankcase and induces a slight vacuum in the crankcase. The discharge of the fan is directed to the air cleaner. The orifice is located in the outlet side of the fan and is connected to the intake manifold. An oil drain is incorporated in the fan housing, which allows recovery of any oil carry-over from the crankcase. An unrestricted flow oil filler cap is used to provide ventilation air. No flame arrestors need be used with the system.

WHEREAS the system has been found to meet the crankcase emission standards established by the State Department of Public Health, as published in Title 17 of the California Administrative Code, Chapter 5, Sub-Chapter 5, Article 1, Section 30530; and

WHEREAS based upon demonstration of compliance with established test procedures, the Board finds that the device meets the criteria of the Motor Vehicle Pollution Control Board, including the odor criterion, as published in Title 13 of the California Administrative Code, Chapter 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED, That this Board issue a certificate of approval for the Spelin Crankcase Emission Control System for used motor vehicles in classifications (b), (c), (d), (e) and (f) designated by Title 13, California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

CEF/g
5-12-65

RESOLUTION 65-2

WHEREAS Section 24386(5) of the Health and Safety Code provides that the Motor Vehicle Pollution Control Board shall exempt classifications of vehicles from the mandatory provisions of the law when it is found that a device "not available"; and

WHEREAS after appropriate hearings this Board has found that there is, in fact, no exhaust control systems available for certain 1966 makes and models of motor vehicles; and

WHEREAS this non-availability is due primarily to the fact that at this time there is no practical engineering method to control these vehicles; and

WHEREAS this exemption applies to only approximately 2% of the total estimated sale of American made passenger cars and commercial vehicles including half ton pick-up trucks.

NOW, THEREFORE, BE IT RESOLVED, That

1. The list of vehicles contained in Exhibit A attached to and made a part of this resolution shall be exempt from the mandatory provisions of the Health and Safety Code and Motor Vehicle Code in respect to exhaust controls; and

2. This exemption shall apply to 1966 model new vehicles only.

1/20/65
mj

State of California

MOTOR VEHICLE POLLUTION CONTROL BOARD

EXHIBIT A OF
RESOLUTION
65-2

Exempt 1966 Model New Vehicles

for which Devices are Not Available

Make & Model	Displacement	Horsepower	Cylinders	Carburetor Bbl.	Transmission
American Vehicles					
American Motors					
no exemptions					
Chrysler Corp.					
Dodge hi performance hemi	426		8	2-4	M & A
Plymouth hi performance hemi	426		8	2-4	M & A
Ford Motor Co.					
Ford hi performance	427	425	8	4 & 2-4	M
Ford delivery truck chassis	170		6	1	M
Ford Mustang hi performance	289	271	8	4	M & A
Ford Fairlane G.T.	390		8	4	M & A
Lincoln - no exemptions					
Mercury hi performance	410	330	8	4	M
Mercury Comet G.T.	390		8	4	M & A
General Motors					
Buick	225		6	1	M
	225		6	4	M
	300		8	2	M
	300	250	8	4	M
	425	340	8	4	M
	425	360	8	2-4	M & A
	340		8	2	M
	340		8	4	M
Cadillac - no exemptions					
Chevrolet Chevy II	153		4	1	M & A
Corvair turbocharged	164	180	6	1	M
Corvair air conditioned	164		6	2-1	M & A
Chevrolet high performance	396	395	8	4	M
Chevrolet high performance	427	425	8	4	M
Oldsmobile	225		6	1	M
	330	250,260	8	2	M
	330	315	8	4	M
	425	300,310	8	2	M
	425	360,370	8	4	M
	400		8	4	M

Make & Model	Displacement	Horsepower	Cylinders	Carburetor Bbl.	Transmission
Pontiac	326	285	8	4	M
	389	256	8	2	M & A
	389	333	8	4	M
	389	360	8	3-2	A
	421	338	8	4	M & A
	421	356,376	8	3-2	M & A
	389	290	8	2	M
	230	207	6	4	M & A
GMC Truck & Coach					
GMC	153		4	1	M & A
International Harvester					
International turbocharged	4-152		4	1	M & A
Kaiser Jeep Corporation					
Jeep	230		6	1	M & A
	225		6	1	M
Cobra	427		8	4	M
Studebaker	230		6	1	M & A
	283		8	2	M & A
Superior Coach Corporation					
Pontiac Ambulance	389		8	4	A
Cadillac Ambulance	429		8	4	A
Cord Automobile Company					
Cord 8/10 Sportsman	164		6	4-1	M & A
Checker Motors Corporation					
Checker	230		6	1	A
	283		8	2	A
Hess & Eisenhardt					
Cadillac Ambulance	429		8	4	A
Miller Meteor Corporation					
Cadillac Ambulance	429		8	4	A
Cotner-Bevington Corporation					
Oldsmobile Ambulance	425		8	4	A

Propane fuel vehicles (LPG) factory equipped

All Class (a) Vehicles (Less than 140 cu. in.)

Foreign Vehicles (over 140 cu. in.)

Make & Model	Displacement	Horsepower	Cylinders	Carburetor Bbl.	Transmission
Austin Healey	178		6	2-1	M
Jaguar 3.8	231		6	2-1	M & A
Jaguar Mark X	256		6	2-1	M & A
Jaguar E	256		6	2-1	M & A
Mercedes 230, S	141		6	2-1	M & A
Mercedes 230SL	141		6	injection	M & A
Mercedes 250S	152		6	2-1	M & A
Mercedes 250SE	152		6	injection	M & A
Mercedes 300SE	183		6	injection	A
Mercedes 600	386		8	injection	A
Rolls Royce	380		8	2-1	A
Humber	181		6	2-1	M & A
Sunbeam	260		8	2	M
Sunbeam	289		8	2 & 4	M
Toyota	237		6	1	M
Rover	183		6	1	M & A
Datsun	242		6	1	M

M-manual transmission
A-automatic transmission

1-20-65
Revised 5-12-65
7-14-65
9-15-65
9-29-65
11-17-65

RESOLUTION 65 - 3

WHEREAS J.R. Scanlin has distinguished himself as an outstanding engineer on the staff of the Motor Vehicle Pollution Control Board; and

WHEREAS J.R. Scanlin was not satisfied, nor content, to remain retired after 42 years with Texaco, he addressed himself to the problem of controlling the motor vehicle as a source of air pollution; and

WHEREAS J.R. Scanlin is one of those rare individuals who combines engineering ability with administrative understanding and who lives by the philosophy that "a stranger is a friend I haven't met;" and

WHEREAS J.R. Scanlin has been selected to be honored during Engineers' Week as one who has made significant contributions to the solution of problems affecting the growth of our economy and the well-being of our citizens in Southern California, and in our nation;

NOW THEREFORE BE IT RESOLVED, That this Board

Commends J.R. Scanlin for his efforts in the area of automotive air pollution control, and

Congratulates him on this great honor of being selected as one of five engineers from throughout Southern California to be so recognized during Engineers' Week, 1965.

g/
1/20/65

RESOLUTION 65-4

WHEREAS American Motors Corporation filed an application for a certificate of approval for a crankcase emission control system on January 18, 1965. This system is now described as the American Motors Corporation Closed Crankcase Emission Control System, having the following specifications:

> The American Motors Corporation Closed Crankcase Emission Control System consists of two conduits from the vehicle crankcase, one to the intake manifold and the other to the air induction system of the engine. The flow in the branch line to the intake manifold is regulated by a spring loaded self cleaning, constant office valve actuated by intake manifold vacuum. Flow in excess of the valve capacity is conveyed to the dirty side of the engine air cleaner through a filter. The system contains a sealed oil filter cap. An ozone resistant, oil resistant rubber hose, together with necessary fittings is used to connect the various components of the system.

WHEREAS the applicant has demonstrated to the satisfaction of the staff that the system when operating efficiently meet the State standards and

WHEREAS the Board has on file a letter from the American Motors Corporation signed by a legal officer, containing the manufacturers' representation that the device, which will be manufactured for original equipment installation only will comply with the Board's criteria including odor criterion. The letter also states that the system will not be used on cars other than those for which it was originally certified. The system will go 12,000 miles without service but inspection of the device is requested at 8,000 miles.

WHEREAS the device has been found to meet the crankcase emission standards established by the State Department of Public Health as published in Title 17 of the California Administrative Code, Chapter 5, Sub-Chapter 5, Article 1, Section 30530: and

WHEREAS based upon representations submitted by the manufacturer, the Board finds that the device will meet the criteria of the Motor Vehicle Pollution Control Board as published in Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED, that this Board

Issues a certificate of approval to the American Motors Corporation for a closed crankcase emission control system for factory installation on new 1965, and subsequent model cars only in motor vehicle classifications (b), (c), (d), and (e) as designated in Title 13, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

3/10/65
JRS:mj

RESOLUTION 65-5

WHEREAS Chapter 3, Division 20, Section 24397 of the Health and Safety Code provides that "The Motor Vehicle Pollution Control Board may designate such laboratories as it finds are qualified and equipped to analyze and determine, on the basis of the standards established by the Board, devices which are so designed and equipped to meet the standards set by the State Department under Section 426.5 and the criteria established by the Motor Vehicle Pollution Control Board;" and

WHEREAS the Board's Executive Officer and Supervising Engineer have both reviewed the test facility and interviewed personnel and observed test procedures; and

WHEREAS Universal Oil Products Company has been found to be adequately equipped and qualified to conduct testing of exhaust and crankcase control devices in accordance with the standards established by the State Department of Public Health under Section 426.5 of the Health and Safety Code and Motor Vehicle Pollution Control Board criteria; and

WHEREAS adequate cross-checks are prescribed by Board procedures to insure accurate and satisfactory test reports and evaluations; and

WHEREAS Universal Oil Products Company has agreed in writing to conduct all tests and evaluations for the purposes of certification according to procedures established by the Board; and

WHEREAS the Board by Resolution 63-15 approved the Los Angeles location of the Universal Oil Products Laboratory which is now non-operative; and

WHEREAS the Des Plaines Laboratory is comparable and is serving now as the chief research facility for this firm;

NOW, THEREFORE, BE IT RESOLVED, That the Motor Vehicle Pollution Control Board hereby designates the Universal Oil Products Company's vehicle testing laboratory at Engineering Staff facilities, Des Plaines, Illinois as an Authorized Vehicle Pollution Control Testing Laboratory and Resolution 63-15 is considered amended to this extent.

MLB:/jh/eh
3-10-65
revised 3-16-65

RESOLUTION 65-6

WHEREAS the Motor Vehicle Pollution Control Board has designated Scott Research Laboratories, Inc., automotive testing facility as an authorized motor vehicle pollution control testing laboratory; and

WHEREAS Section 24398, Chapter 3, Division 20 of the Health and Safety Code authorizes the Motor Vehicle Pollution Control Board to contract for the use of, or the performance of tests or other services; and

WHEREAS the California Vehicle Test Laboratory operated by the State Department of Public Health is not equipped and is unable to perform certain necessary tests as required by the criteria established by the Motor Vehicle Pollution Control Board; and

WHEREAS the Board has contracted with Scott for prior contracts and found their performance to be satisfactory; and

WHEREAS it is necessary for the State to evaluate automobile emission control devices as to their performance in relation to established criteria and State standards as published by the Department of Public Health; and

WHEREAS Scott Research Laboratories, Inc. has agreed to perform the desired work as specified in the contract and the Motor Vehicle Pollution Control Board finds the contract to be satisfactory;

THEREFORE, BE IT RESOLVED, that this Board authorized the Executive Officer to execute an amendment to the Scott-State contract for 1964-1965 to increase the maximum payable by $1,000 to a total of $31,000 and directs the Executive Officer to sign the contract on behalf of the Motor Vehicle Pollution Control Board.

3/10/65
g

RESOLUTION 65-7

WHEREAS the Motor Vehicle Pollution Control Board has designated Scott Research Laboratories, Inc., automotive testing facility as an authorized motor vehicle pollution control testing laboratory; and

WHEREAS Section 24398, Chapter 3, Division 20 of the Health and Safety Code authorizes the Motor Vehicle Pollution Control Board to contract for the use of, or the performance of tests or other services; and

WHEREAS the California Vehicle Test Laboratory operated by the State Department of Public Health is not equipped and is unable to perform certain necessary tests as required by the criteria established by the Motor Vehicle Pollution Control Board; and

WHEREAS the Board has contracted with Scott for prior contracts and found their performance to be satisfactory; and

WHEREAS it is necessary for the State to evaluate automobile emission control devices as to their performance in relation to established criteria and State standards as published by the Department of Public Health; and

WHEREAS Scott Research Laboratories, Inc. has agreed to perform the desired work as specified in the contract and the Motor Vehicle Pollution Control Board finds the contract to be satisfactory;

THEREFORE, BE IT RESOLVED, that this Board authorizes the Executive Officer to execute a contract with Scott Research Laboratories, Inc. for a maximum amount of $35,000 during the 1965-66 fiscal year, and directs the Executive Officer to sign the contract on behalf of the State Motor Vehicle Pollution Control Board; and

BE IT FURTHER RESOLVED, that this action is contingent upon the approval of the budget for the MVPCB, now being considered by the State Legislature in Sacramento, since availability of funds is obviously essential to effectuating this resolution.

5/12/65
ep

RESOLUTION 65-9

WHEREAS De Paolo Auto Smog Control Products filed an application for a certificate of approval for a crankcase emission control system on March 19, 1965, and which system is described as the De Paolo Crankcase Emission Control System, and is described as follows:

> The De Paolo Crankcase Emission Control System consists of a manifold vacuum controlled tapered "floating pin" valve in a line between the crankcase and intake manifold. A second line from the crankcase to the clean side of the carburetor air cleaner provides a source of ventilation air and a relief line for blowby on excessively high blowers. The oil filler cap is sealed and a flame arrestor is inserted in the tube to air cleaner. A slight vacuum is normally maintained in the crankcase inducing fresh air ventilation. The valve consists of a tapered floating pin and spring which continually move in the right angle valve housing, thus preventing fouling or plugging.

WHEREAS the system has been found to meet the crankcase emission standards established by the State Department of Public Health, as published in Title 17 of the California Administrative Code, Chapter 5, Sub-Chapter 5, Article 1, Section 30530; and

WHEREAS based upon demonstration of compliance with established test procedures, the Board finds that the device meets the criteria of the Motor Vehicle Pollution Control Board, including the odor criterion, as published in Title 13 of the California Administrative Code, Chapter 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED, That this Board

Issure a certificate of approval for the De Paolo Crankcase Emission Control System for used motor vehicles in classifications (c), (d) and (f) designated by Title 13, California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

CEF:mj
5/12/65

RESOLUTION 65-10

WHEREAS Chapter 3, Division 20, Section 24397 of the Health and Safety Code provides that "The Motor Vehicle Pollution Control Board may designate such laboratories as it finds are qualified and equipped to analyze and determine, on the basis of the standards established by the Board, devices which are so designed and equipped to meet the standards set by the State Department under Section 426.5 and the criteria established by the Motor Vehicle Pollution Control Board;" and

WHEREAS the Board's staff has reviewed the test facility and interviewed personnel and observed test procedures; and

WHEREAS Ford Motor Company's Desert Proving Ground at Kingman, Arizona qualified to conduct testing of exhaust and crankcase control devices in accordance with the standards established by the State Department of Public Health under Section 426.5 of the Health and Safety Code and Motor Vehicle Pollution Control Board criteria; and

WHEREAS adequate cross-checks are prescribed by Board procedures to insure accurate and satisfactory test reports and evaluations; and

WHEREAS Ford Motor Company has agreed in writing to conduct all tests and evaluations for the purposes of certification according to procedures established by the Board;

NOW, THEREFORE BE IT RESOLVED, That the

Motor Vehicle Pollution Control Board hereby designates the Ford Motor Company Vehicle Testing Laboratory at their Desert Proving Grounds, Kingman, Arizona, as an Authorized Vehicle Pollution Control Testing Laboratory.

DAJ:mj

5/12/65

RESOLUTION 65-11

WHEREAS Chapter 3, Division 20, Section 24397 of the Health and Safety Code provides that "The Motor Vehicle Pollution Control Board may designate such laboratories as it finds are qualified and equipped to analyze and determine, on the basis of the standards established by the Board, devices which are so designed and equipped to meet the standards set by the State Department under Section 426.5 and the criteria established by the Motor Vehicle Pollution Control Board;" and

WHEREAS the Board's staff has reviewed the test facility and interviewed personnel and observed test procedures; and

WHEREAS General Motors Desert Proving Ground at Mesa, Arizona is qualified to conduct testing of exhaust and crankcase control devices in accordance with the standards established by the State Department of Public Health under Section 426.5 of the Health and Safety Code and Motor Vehicle Pollution Control Board criteria; and

WHEREAS adequate cross-checks are prescribed by Board procedures to insure accurate and satisfactory test reports and evaluations; and

WHEREAS General Motors has agreed in writing to conduct all tests and evaluations for the purposes of certification according to procedures established by the Board;

NOW, THEREFORE BE IT RESOLVED, That the

Motor Vehicle Pollution Control Board hereby designates the General Motors Vehicle Testing Laboratory at their Desert Proving Grounds, Mesa, Arizona, as an Authorized Vehicle Pollution Control Testing Laboratory.

DAJ:hlb

5/12/65

RESOLUTION 65-12

WHEREAS Chapter 3, Division 20, Section 24397 of the Health and Safety Code provides that "The Motor Vehicle Pollution Control Board may designate such laboratories as it finds are qualified and equipped to analyze and determine, on the basis of the standards established by the Board, devices which are so designed and equipped to meet the standards set by the State Department under Section 426.5 and the criteria established by the Motor Vehicle Pollution Control Board;" and

WHEREAS the Board's staff has reviewed the test facility and interviewed personnel and observed test procedures; and

WHEREAS Volkswagen AG Laboratory at Wolfsburg, Germany is qualified to conduct testing of exhaust and crankcase control devices in accordance with the standards established by the State Department of Public Health under Section 426.5 of the Health and Safety Code and Motor Vehicle Pollution Control Board criteria; and

WHEREAS adequate cross-checks are prescribed by Board procedures to insure accurate and satisfactory test reports and evaluations; and

WHEREAS Volkswagen has agreed in writing to conduct all tests and evaluations for the purposes of certification according to procedures established by the Board;

NOW, THEREFORE BE IT RESOLVED, That the

Motor Vehicle Pollution Control Board hereby designates the Volkswagen Vehicle Testing Laboratory at their Volkswagen Factory, as an Authorized Vehicle Pollution Control Testing Laboratory.

MPS:mj

5/12/65

MOTOR VEHICLE POLLUTION CONTROL BOARD

RESOLUTION 65-13

WHEREAS present law and Board action requires all 1966 motor vehicles subject to registration in this State to be equipped with exhaust control devices; and

WHEREAS a limited number of 1965 model vehicles for registration purposes are considered 1966 models; and

WHEREAS exhaust devices will not be installed on vehicles sold in other parts of the United States; and

WHEREAS 1966 and later vehicles will, in the future, be brought into this State and registration of the vehicle requested; and

WHEREAS exhaust devices for used vehicles are not now available and original equipment control device installation costs would be excessive; and

WHEREAS both the California Highway Patrol and the Department of Motor Vehicles request Board action to provide effective enforcement; now

THEREFORE, BE IT RESOLVED, that the following 1966 and later model vehicles are exempt from the requirements of having exhaust control devices.

1. Vehicles first sold and registered outside of California.

2. All motor vehicles manufactured as 1965 models but first sold and registered as 1966 models.

3. Vehicles first sold to military personnel who take delivery and register in California, but immediately leave the State for out-of-State assignment.

BE IT FURTHER RESOLVED that all 1955 through 1965 model vehicles for which certified devices for exhaust control are not available are exempt from the requirements of section 24390 (d) of the California Health & Safety Code.

7/14/65
Amended
11/17/65

RESOLUTION 65-14

WHEREAS Section 24390 of the Health and Safety Code requires every 1963 and later year model vehicle to be equipped with an approved crankcase control device; and

WHEREAS vehicles in classification (a) (foreign) were not required by law to be equipped until March 1, 1964; and

WHEREAS there are no devices approved by the Board for used vehicle installation for these vehicles; and

WHEREAS both the California Highway Patrol and the Department of Motor Vehicles request Board action to provide effective enforcement; now

THEREFORE, BE IT RESOLVED, That all 1963 and 1964 year model vehicles in classification (a) (foreign) be exempt from the requirement of having a crankcase control device.

EPG:ep
7/14/65

EXHIBIT E

RESOLUTION 65-15

WHEREAS the Motor Vehicle Pollution Control Board authorized the Executive Officer to work with the United States Public Health Service in relation to survey grant funds for surveillance of 1966 model vehicles equipped with exhaust controls, and

WHEREAS it has been determined that approximately $123,652 will be available to expand the Board's surveillance activities particularly in respect to the effect of maintenance on emission levels, and

WHEREAS the May 12, 1965, action of this Board supports cooperation with the United States Public Health Service in this area of mutual benefit, now

THEREFORE, BE IT RESOLVED, that the Executive Officer of the Motor Vehicle Pollution Control Board:

1. Is hereby authorized to execute necessary documents in relation to requesting and receiving the United States Public Health Service grant funds,

2. Is hereby authorized to execute appropriate agreements with the State Department of Public Health for necessary work at the Vehicle Emission Laboratory.

3. Is hereby authorized to act in behalf of this Board as required for the effective and orderly administration of the funds received for this surveillance project, if and when received, consistent with existing rules and regulations established by the State Department of Finance.

7/14/65

RESOLUTION 65-16

WHEREAS George Delaney has been serving the Automobile Manufacturers Association as a special representative on vehicle caused air pollution; and

WHEREAS Mr. Delaney is a retired engineering executive of General Motors Corporation and a national official of the Society of Automotive Engineers; and

WHEREAS this professional leadership gave him the knowledge and background enabling him to effectively interpret engineering data or emission control systems both to the Motor Vehicle Pollution Control Board and to the Industry he represented; and

WHEREAS the Automotive Industry is now equipping cars which will be sold in California in the fall of 1965 with both crankcase and exhaust control systems which meet state standards; and

WHEREAS this achievement is at least in part a tribute to Mr. Delaney's sincere efforts; and

WHEREAS he is about to retire for a second time on July 31, 1965; Now, Therefore be it

RESOLVED That

1. The California Motor Vehicle Pollution Control Board wishes to pay high tribute to the outstanding cooperation which George Delaney has demonstrated in all his dealings with this body; and further that

2. The Board wishes him the very best of health, activity, and interest in his new attempt at retirement.

7/14/65
eh

RESOLUTION 65-17

WHEREAS, General Motors Corporation filed an application for approval of an exhaust emission control system on October 5, 1964; and

WHEREAS, the system is described as the General Motors "Air Injection Reactor" with major components comprised as follows:

1. engine driven air pump
2. air injection into each exhaust port
3. carburetor and distributor modifications
4. recommended annual maintenance; and

WHEREAS, the Motor Vehicle Pollution Control Board finds that the system complies with the exhaust emissions standards of the State Department of Public Health of 275 PPM of hydrocarbons and 1.5% of carbon monoxide, as established pursuant to Sections 426.1 and 426.5 of the Health and Safety Code, State of California, and as determined according to established procedures of the Board; and

WHEREAS, based upon demonstration of compliance with established procedures, the Board finds that the system meets the criteria of the Board, as published in Title 13 of the California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Section 2103,

NOW THEREFORE, BE IT RESOLVED,

That this Board, under the powers and authority granted in Chapter 3, (commencing at Section 24378) Division 20 of the Health and Safety Code,

Issue a certificate of approval for factory installation of the General Motors "Air Injection Reactor" system for 1966 and subsequent model General Motor Corporation engines in classifications (b), (c), (d), (e) and (f), pursuant to Title 13, California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Sections 2104 and 2105.

7/14/65
g

RESOLUTION 65-18

WHEREAS, Ford Motor Company filed an application for approval of an exhaust emission control system on September 1, 1964; and

WHEREAS, the system is described as the Ford "Thermactor" with major components comprised as follows:

1. Engine-driven air pump
2. Air injection into each exhaust port
3. Carburetor and distributor modifications
4. Recommended annual maintenance

WHEREAS, the Motor Vehicle Pollution Control Board finds that the system complies with the exhaust emission standards of the State Department of Public Health of 275 PPM of hydrocarbons and 1.5% of carbon monoxide, as established pursuant to Sections 426.1 and 426.5 of the Health and Safety Code, State of California, and as determined according to established procedures of the Board; and

WHEREAS, based upon demonstration of compliance with established procedures, the Board finds that the system meets the criteria of the Board, as published in Title 13 of the California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Section 2103.

NOW, THEREFORE, BE IT RESOLVED,

That this Board, under the powers and authority granted in Chapter 3, (commencing at Section 24378) Division 20 of the Health and Safety Code, issue a certificate of approval for factory installation of the Ford "Thermactor" system for 1966 and subsequent model Ford Motor Company engines in classifications (b), (c), (d), (e) and (f) pursuant to Title 13, California Administrative Code, Sub-chapter 1, Article 2, Sections 2104 and 2105.

7/14/65
g

RESOLUTION 65-19

WHEREAS, American Motors Corporation filed an application for approval of an exhaust emission control system on October 28, 1964; and

WHEREAS, the system is described as the American Motors "Air Guard" System with major components comprised as follows:

1. engine-driven air pump
2. air injection into each exhaust port
3. carburetor and distributor modifications
4. annual maintenance

WHEREAS, the Motor Vehicle Pollution Control Board finds that the system complies with the exhaust emission standards of the State Department of Public Health of 275 PPM of hydrocarbons and 1.5% of carbon monoxide, as established pursuant to Sections 426.1 and 426.5 of the Health and Safety Code, State of California, and as determined according to established procedures of the Board; and

WHEREAS, based upon demonstration of compliance with established procedures, the Board finds that the system meets the criteria of the Board, as published in Title 13 of the California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Section 2103,

NOW THEREFORE, BE IT RESOLVED,

That this Board, under the powers and authority granted in Chapter 3, (Commencing at Section 24378) Division 20 of the Health and Safety Code,

Issue a certificate of approval for factory installation of the "Air Guard" System for 1966 and subsequent model American Motors Corporation engines in classifications (b), (c), (d), and (e), pursuant to Title 13, California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Sections 2104 and 2105.

7-14-65
jh

RESOLUTION 65-20

WHEREAS, International Harvester Company filed an application for approval of an exhaust emission control system on March 22, 1965; and

WHEREAS, the system is described as the International Harvester Air Injection Exhaust Control System with major components comprised as follows:

1. engine-driven air pump
2. air injection into each exhaust port
3. carburetor and distributor modifications
4. piston modifications on some engines
5. recommended annual maintenance

WHEREAS, the Motor Vehicle Pollution Control Board finds that the system complies with the exhaust emission standards of the State Department of Public Health of 275 PPM of hydrocarbons and 1.5% of carbon monoxide, as established pursuant to Sections 426.1 and 426.5 of the Health and Safety Code, State of California, and as determined according to established procedures of the Board; and

WHEREAS, based upon demonstration of compliance with established procedures, the Board finds that the system meets the criteria of the Board, as published in Title 13 of the California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Section 2103,

NOW THEREFORE, BE IT RESOLVED,

That this Board, under the powers and authority granted in Chapter 3, (commencing at Section 24378) Division 20 of the Health and Safety Code,

Issue a certificate of approval for factory installation of the International Harvester Air Injection Exhaust Control System for 1966 and subsequent model International Harvester Company 6 cylinder engines of the family 220, 241, and 265 cubic inches in classifications (c), and (d), pursuant to Title 13, California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Sections 2104 and 2105.

7/14/65
jh

RESOLUTION 65-21

WHEREAS, Kaiser-Jeep Corporation filed an application for approval of an exhaust emission control system on October 28, 1964; and

WHEREAS, the system is described as the "Air Guard" System with major components comprised as follows:

1. engine-driven air pump
2. air injection into each exhaust port
3. carburetor and distributor modifications
4. annual maintenance

WHEREAS, the Motor Vehicle Pollution Control Board finds that the system complies with the exhaust emission standards of the State Department of Public Health of 275 PPM of hydrocarbons and 1.5% of carbon monoxide, as established pursuant to Sections 426.1 and 426.5 of the Health and Safety Code, State of California, and as determined according to established procedures of the Board; and

WHEREAS, based upon demonstration of compliance with established procedures, the Board finds that the system meets the criteria of the Board, as published in Title 13 of the California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Section 2103.

NOW THEREFORE, BE IT RESOLVED,

That this Board, under the powers and authority granted in Chapter 3, (Commencing at Section 24378) Division 20 of the Health and Safety Code,

Issue a certificate of approval for factory installation of the "Air Guard" System for 1966 and subsequent model Kaiser-Jeep Corporation engines in classifications (c) and (e), pursuant to Title 13, California Administrative Code, Chapter 3, Sub-chapter 1, Article 2, Sections 2104 and 2105.

MOTOR VEHICLE POLLUTION CONTROL BOARD

RESOLUTION 65-22

WHEREAS Fog-Aire, Incorporated filed an application for a certificate of approval for a crankcase emission control system on March 20, 1965, and which system is described as the Fog-Aire Crankcase Ventilating System No. 1, and is described as follows:

> The Fog-Aire Crankcase Ventilating System consists of one tube connecting the crankcase to the intake system below the throttle plate, and a second tube connecting the crankcase to the carburetor slightly above the throttle plate but below the fuel metering section. Flow of blowby is controlled by properly sized orifices which are located with the carburetor tube connections. This system, according to a letter from the applicant dated July 6, 1965, is to be used only in conjunction with a new or rebuilt carburetor which has factory installed tube connections as described above. A draft tube plug, restricted flow oil filter cap, and suitable hardware complete the system.

WHEREAS the system has been found to meet the crankcase emission standards established by the State Department of Public Health as published in Title 17 of the California Administrative Code, Chapter 5, Sub-chapter 5, Article 1, Section 30530; and
a
WHEREAS based upon demonstration of compliance with established test procedures, the Board finds that the device meets the criteria of the Motor Vehicle Pollution Control Board, including the odor criterion, as published in Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED,

That this Board issue a certificate of approval for the Fog-Aire Crankcase Ventilating System No. 1 for new and used motor vehicles in classifications (b), (c), (d), (e), and (f) designated by Title 13, California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

CEF:mj

9/15/65

Amended: 9/29/65

MOTOR VEHICLE POLLUTION CONTROL BOARD

RESOLUTION 65-23

WHEREAS K & B MANUFACTURING CO., a subsidiary of Aurora Plastics, Inc. filed an application for a certificate of approval for a crankcase emission control system on October 22, 1964, and which system is known as the K & B Vac-U-Tron Crankcase Emission Control System, and is described as follows:

> The K & B Vac-U-Tron Crankcase Emission Control System consists of an adjustable orifice connecting between the crankcase and the intake manifold. A tube from the crankcase to the inside of the air cleaner permits blowby which exceeds the capacity of the valve to pass into the carburetor. This tube contains a check-valve cap which allows flow to the air cleaner but not back into the crankcase. No provision is made for ventilating air to enter the crankcase. The cap is designed so that there will not be any substantial pressure built up in the crankcase. Upon installation of the system, the valve is to be adjusted with a special tube to obtain a crankcase vacuum of five inches of mercury (68 inches of water) on a warmed-up car at idle.

WHEREAS the system has been found to meet the crankcase emission standards established by the State Department of Public Health, as published in Title 17 of the California Administrative Code, Chapter 5, Sub-Chapter 5, Article 1, Section 30530; and

WHEREAS, after considering representations and warranty guarantees submitted by the manufacturer, the Board finds that the device meets the criteria of the Motor Vehicle Pollution Control Board, including the odor criterion, as published in Title 13 of the California Administrative Code, Chapter 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED, That this Board

(1) Issue a certificate of approval for the K & B Vac-U-Tron Crankcase Emission Control System for used motor vehicles in classifications (b), (c), (d), (e), and (f) as designated by Title 13, California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

(2) Direct the staff to execute a controlled surveillance program on this system and submit a report to the Motor Vehicle Pollution Control Board by March, 1966.

Amended
9/15/65

RESOLUTION 65-24

WHEREAS Section 24390(a) of the California Health and Safety Code requires all 1966 and later motor vehicles to be equipped with exhaust and crankcase control devices; and

WHEREAS Motor Vehicle Pollution Control Board device certifications apply to all trucks and buses of larger sizes and classifications based upon engine classification; and

WHEREAS by Board action these vehicles known as one half ($\frac{1}{2}$) ton or under will be equipped as required, and those above one half ($\frac{1}{2}$) are not required to be equipped; and

WHEREAS exhaust control devices have not been approved by this Board for commercial vehicles over one half ($\frac{1}{2}$) ton; now, therefore, be it

RESOLVED That 1966 model year commercial vehicles designated as being over one half ton are exempt from the provisions of Section 24390(a) of the Health and Safety Code.

7/14/65
ep

Resolution 65-25

WHEREAS the State Department of Public Health performs testing services for the Motor Vehicle Pollution Control Board at its facilities at 434 South San Pedro, Los Angeles and

WHEREAS that laboratory is an officially authorized testing facility and

WHEREAS the State Legislature approved as part of the 1965-1966 Fiscal year budget act, an expenditure of $190,144.00 contractural services with the State Department of Public Health, and

WHEREAS this Board desires to enter into an inter-agency agreement with the Department of Public Health for services of the Motor Vehicle Emission Facility for the current fiscal year,

NOW, THEREFORE BE IT RESOLVED, THAT

This Board authorizes the Executive Officer to execute an inter-agency agreement with the State Department of Public Health for contractural services at the Motor Vehicle emission facility, for a sum not to exceed $190,144.00.

eh
9/15/65

RESOLUTION 65-26

WHEREAS the 1965 regular session of the State Legislature passed, and the Governor signed into law, legislation which establishes new laws and legislative policy for motor vehicle air pollution control, and

WHEREAS exhaust emission control devices approved prior to July 13, 1965, were evaluated, tested, and certified by this Board based upon State law and rules and regulations which have now been changed by this legislative action, and

WHEREAS these changes must be recognized and supported by appropriate Board action.

NOW, THEREFORE BE IT RESOLVED that the Certificates of Approval of Exhaust Emission Control Devices, for new cars which are not now in production and which were certified by this Board prior to July 13, 1965, shall be restricted to the extent that they shall be applicable only when the laws of this State provide for periodic compulsory servicing of exhaust control devices, and

BE IT FURTHER RESOLVED that the Certificates of Approval of Exhaust Emissic Control Devices for new cars which are now in production and which were certified by this Board prior to July 13, 1965, shall be valid for the 1966 model year only, and

BE IT FURTHER RESOLVED that any exhaust device approved prior to July 13, 1965, for used cars shall be considered valid only when its cost is in compliance with the limitations in this respect which have been imposed upon used vehicle installations by the laws of this State.

11/18/64
9/15/65 Amended
mj

RESOLUTION 65--27

WHEREAS Adam Opel AG., Russelsheim/M. Germany, W., a Division of General Motors Overseas, filed an application dated May 17, 1965, for certification of a crankcase emission control system, which is described as follows:

> The Opel Sealed Crankcase Emission Control System consists of a large diameter tube connecting the clean side of the air cleaner with the crankcase at the rocker arm cover. A small diameter tube connects the intake manifold with the crankcase through a properly-sized orifice. All tubing used is hydrocarbon resistant. Suitable flame arrestors are used.

WHEREAS the system meets the crankcase emission standards of the State of California, Department of Public Health as published in Title 17 of the California Administrative Code, Chapter 5, subchapter 5, Article 1, Section 30530; and

WHEREAS after considering representations submitted by the manufacturer, the Staff finds that the device meets the criteria of the Motor Vehicle Pollution Control Board as established in Title 13 of the California Administrative Code, Chapter 3, subchapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED, that this Board issue a certificate of approval for the Adam Opel AG. Crankcase Emission Control System for installation on 1966 and subsequent model Adam Opel AG. cars in displacement class (a) as designated in Title 13 of the California Administrative Code, Chapter 3, subchapter 1, Article 1, Section 2004.

CEF/g
9/15/65

RESOLUTION 65--28

WHEREAS Alfa Romeo S.p.A., 45 Via Gattamelata, Milano, Italy, filed an application dated July 23, 1965, for certification for a crankcase emission control system, which is described as follows:

> The Alfa Romeo Sealed Crankcase Emission Control System consists of a large diameter tube connecting the clean side of the air cleaner with the crankcase, at the camshaft cover. Another small diameter tube connects the intake manifold with the crankcase through a properly-sized orifice. Tubing is manufactured from hydrocarbon resistant synthetic rubber. Suitable flame arrestors are used.

WHEREAS the system meets the crankcase emission standards of the State of California, Department of Public Health as published in Title 17 of the California Administrative Code, Chapter 5, subchapter 5, Article 1, Section 30530; and

WHEREAS after considering representations submitted by the manufacturer, the Staff finds that the device meets the criteria of the Motor Vehicle Pollution Control Board as established in Title 13 of the California Administrative Code, Chapter 3, subchapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED, that this Board issue a certificate of approval for the Alfa Romeo Crankcase Emission Control System for installation on 1965 and subsequent model Alfa Romeo cars in displacement class (a) as designated in Title 13 of the California Administrative Code, Chapter 3, subchapter 1, Article 1, Section 2004.

CEF/g
9/15/65

RESOLUTION 65-30

WHEREAS the California Motor Vehicle Pollution Control Board is revising their test procedures to conform to recent law changes; and

WHEREAS one such law change eliminated mandatory annual inspection and/or servicing of automobile emission control systems; and

WHEREAS existing Board regulations and tests were based only on 12,000-mile durability; and

WHEREAS deterioration of exhaust contrd emission control systems must be determined by actual surveillance data obtained from the field when 1966 model equipped cars are operated by the general public; and

WHEREAS a Board policy statement is indicated as a guide to manufacturers as to future actions;

NOW THEREFORE BE IT RESOLVED that the following be considered California Motor Vehicle Pollution Control Board policy:

1. That although several exhaust control systems were approved on July 14, 1965, for "1966 and subsequent models" that this certification will continue in effect only if the car manufacturers involved perform additional required tests for 1967 models as specified in new Test Procedures which the Board will adopt prior to October 1, 1965.

2. Such additional tests will determine compliance with State standards for longer periods of durability based primarily on specified proving ground tests. These will be made without regular maintenance and will attempt to simulate typical care of vehicles when owned by the California public.

3. As soon as meaningful data become available based on surveillance of 1966 model exhaust control equipped vehicles in general use, then this information will be utilized by the Board to either support legislative consideration of mandatory periodic servicing or to modify Board test procedures to require a more accurate basis for estimating deterioration of exhaust emission control systems to insure they meet California standards.

4. It is anticipated that the earliest date such data will be available will be in the Spring of 1967, to allow a full year of surveillance information to accumulate.

DAJ/mj
9/15/65

MOTOR VEHICLE POLLUTION CONTROL BOARD

RESOLUTION 65-31

WHEREAS Fog-Aire, Incorporated filed an application for a certificate of approval for a crankcase emission control system on June 16, 1965, and which system is described as the Fog-Aire Crankcase Ventilating System No. 2, and is described as follows:

> The Fog-Aire Crankcase Ventilating System, No. 2 consists of one tube connecting the crankcase to the intake manifold, and a second larger diameter tube connecting the crankcase to an adapter ring at the top of the carburetor, on the clean side of the air filter. Flow of blowby is controlled by properly sized orifices which are located in the tube connections. A draft tube plug, sealed oil fill cap,and suitable hardware complete the system.

WHEREAS the system has been found to meet the crankcase emission standards established by the State Department of Public Health as published in Title 17 of the California Administrative Code, Chapter 5, Sub-chapter 5, Article 1, Section 30530; and

WHEREAS based upon demonstration of compliance with established test procedures the Board finds that the device meets the criteria of the Motor Vehicle Pollution Control Board, including the odor criterion, as published in Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2003.

THEREFORE, BE IT RESOLVED,

That this Board issue a certificate of approval for the Fog-Aire Crankcase Ventilating System, No. 2 for new and used motor vehicles in classifications(b), (c), (d), (e), and (f) designated by Title 13, California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

9/29/65

Exhibit A

RESOLUTION 65-32

WHEREAS crankcase and exhaust emissions are now controlled by approved systems on practically all new cars sold in California; and

WHEREAS during the approval process it was evident that each of the various systems was undergoing continual modifications by car manufacturers while being tested; and

WHEREAS it is reasonable to assume changes and modifications in certified systems will continue to be made by auto companies to improve performance and control characteristics of the systems in the interest of better serving the public interest in health and welfare; and

WHEREAS this Board has a responsibility under law to maintain surveillance of approved control systems and is actively engaged in a surveillance program in cooperation with the U. S. Public Health Service, the car companies, the auto clubs and others; and

WHEREAS it is essential that the Board be kept fully informed of pertinent modifications in certified systems; Now, Therefore be it

RESOLVED, That any alteration or modification to an approved emission control system shall be specified in writing to the Board for information and consideration. Board approval of a change is necessary prior to its introduction and/or use.

11/17/65
ep

EXHIBIT B

RESOLUTION 65-33

WHEREAS the Motor Vehicle Pollution Control Board has designated the Scott Research Laboratories, Inc., automotive testing facility as an authorized motor vehicle pollution control testing laboratory; and

WHEREAS Chapter 3, Section 24398, authorizes the Motor Vehicle Pollution Control Board to contract for the use of, or the performance of tests or other services; and

WHEREAS the Board has contracted with Scott for prior contracts and found their performance to be satisfactory; and

WHEREAS it is necessary for the State to continue device testing and evaluation and since Scott has agreed to perform such additional work, the Board accepts the proposed agreement to increase the contract amount by $6,000.00, and

WHEREAS this will be used primarily for establishing truck baseline emissions, truck testing procedures, and evaporative emissions thereof,

THEREFORE, BE IT RESOLVED, That this Board,

Approves the Scott Research Laboratories, Inc., State Contract No. 11, July 1, 1963, to increase the contract to a total of $41,000.00 as presented and directs the Executive Officer to sign on behalf of the State Motor Vehicle Pollution Control Board.

11/17/65

ep

RESOLUTION 65-34

WHEREAS Chapter 3, Division 20, Section 2497 of the Health and Safety Code provides that "The Motor Vehicle Pollution Control Board may designate such laboratories as it finds are qualified and equipped to analyze and determine, on the basis of the standards established by the Board, devices which are so designed and equipped to meet the standards set by the State Department under Section 426.5 and the criteria established by the Motor Vehicle Pollution Control Board;" and

WHEREAS Daimler-Benz AG has been found to be adequately equipped and qualified to conduct testing of exhaust and crankcase control devices in accordance with the standards established by the State Department of Public Health under Section 426.5 of the Health and Safety Code and Motor Vehicle Pollution Control Board criteria; and

WHEREAS Board staff personnel have reviewed the test facility and interviewed personnel and observed test procedures; and

WHEREAS adequate cross-checks are prescribed by Board procedures to insure accurate and satisfactory test reports and evaluations; and

WHEREAS Daimler-Benz AG has agreed in writing to conduct all tests and evaluations for the purposes of certification according to procedures established by the Board;

NOW, THEREFORE, BE IT RESOLVED, That the Motor Vehicle Pollution Control Board hereby designates the Daimler-Benz AG vehicle testing laboratory at Stuttgart, Germany as an Authorized Vehicle Pollution Control Testing Laboratory.