Resolution 68-1 Whereas, the State Board of PH adopted on Oct. 23, 1964, vehicle emission standards for application to 1970 vehicles:

Hydrocarbons - 180 ppm by volume as hexane;
Carbon Monoxide - 1% by volume; NOT VOTED UPON

Resolution 68-2 WHEREAS, Federal funds are available for research projects in the field of air pollution etc.

Resolution 68-3 WHEREAS, the Air Resources Board is required by the Mulford-Carrell Act to adopt ambient air quality standards based upon health effects and recommendations of the State Department of Public Health Bureau of Air Sanitation.

Resolution 68-4 WHEREAS, the Motor Vehicle Pollution Control Board on June 26, 1967, received a Federal air pollution survey grant of $55,668 for a diesel smoke measurement project etc.

Resolution 68-5 WHEREAS, a hearing was called in San Francisco January 15-17, 1968, under Section 208(b) of the Air Quality Act of 1967 to determine California's right to an exemption for vehicle emission standards; and

WHEREAS,

Resolution 68-6 Bavarian Motor Works, on November 17, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; etc.

Resolution 68-7 WHEREAS, Simca on December 4, 1967, submitted a Letter of Representation and test data for 1968 California certification of an exhaust emission control system; etc.

Resolution 68-8 WHEREAS, Checker Motors, on Dec. 8, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; etc.

Resolution 68-9 WHEREAS, Renault on September 26, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; etc.

Resolution 68-10 WHEREAS, Fiat on December 16, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; etc.

Resolution 68-11 WHEREAS, Lotus on November 6, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; etc.

Resolution 68-12 WHEREAS, NSU Motorenwerke, Neckarsulm, Germany, filed an application for a certificate of approval for a crankcase emission control system which is described as follows:

The NSU Wankel crankcase emission control system consists of an internal spring loaded pressure control valve and a tube to the air cleaner as described in the accompaning report. A sealed oil filler cap is used.

Resolution 68-13 WHEREAS, Aston Martin Lagonda Ltd. Buchinghamshire, England filed an application for a certificate of approval for a crankcase emission control system which is described as follows:

The system consists of two rubber hoses, each connecting a cam box cover to a common air box through flame arresters. The air box is situated between the air cleaner element and the intake manifolds. The oil filler caps are sealed to the atmosphere.

Resolution 68-14 WHEREAS, the Ford Motor Company, England filed an application for a certificate of approval for a crankcase emission control system which is described as follows:

1 - A tube from the crankcase through an oil trap, then through an A.C. Delco spring loaded jiggle pin type flow control valve to the intake manifold.

2 - A tube from the sealed oil filler cap through an oil trap to the clean side of the oil cleaner.

Resolution 68-15 WHEREAS, Hawaiian Motors Company of Los Angeles, California, filed an application for a certificate of approval for a sealed crankcase emission control system described as the Hawaiian Motors Company "Cony sealed crankcase emission control system.

Resolution 68-16 WHEREAS, Shelby Automotive, Inc., on December 8, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; and

Resolution 68-17 WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The Board may designate such labs 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 Board and the criteria established by the Board."

Resolution 68-18 WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The Board may designate such labs 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 Board and the criteria established by the Board".

Resolution 68-19 WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The Board may designate such labs 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 Board and the criteria established by the Board," CNSU

Resolution 68-20 WHEREAS, Cord International Distributing Company on December 7, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system.

Resolution 68-21 WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The Board may designate such labs as it finds are qualified and equipped to analyze and determine, on the basis of the standards establised by the Board, devices which are so designed and equipped to meet the standards set by the Board and the criteria established by the Board" - General Motors

Resolution 68-22

Resolution 68-23

Resolution 68-24 WHEREAS, the Air Resources Board is required by the Mulford-Carrell Act to adopt ambient air quality standards for health effects based upon the recommendations of the State Department of Public Health;

Resolution 68-25 Be it resolved, that this Board authorizes the Chairman of the Technical Advisory Committee to the Air Resources Board to designate official meeting days for committee or sub-committee meetings for purposes described in Section 39022, Chapter 4, Division 26 of the Health and Safety Code.

Resolution 68-26 WHEREAS, the enactment of A.B. 370 by the California Legislature with urgency provisions results in more restrictive exhaust requirements for 1969 model passenger vehicles than the corresponding Federal requirements;

Resolution 68-27 The State Air Resources Board hereby repeals, amends, and adopts its regulations in Title 17 and Title 13, California Administrative Code, as follows:

1. Repeals section 30530, Title 17, California Administrative Code, standard for motor vehicle crankcase emissions, etc.

Resolution 68-28 CALIFORNIA ADMINISTRATIVE CODE etc.

Resolution 68-29 WHEREAS, the Air Resources Board on April 16, 1968, approved the expenditure of $3,700, plus tax, for the revision of its film, "Horsepower and Hydrocarbons", etc.

Resolution 68-30 WHEREAS, Mr. Robert W. McJones, Consultant, 529 Via Del Monte, Palos Verdes Estates, Calif. 90275, has applied for a permit for the testing of an experimental motor pollution control device installed in a motor vehicle, and etc.

Resolution 68-31 WHEREAS, the State Air Resources Board on May 14, 1968, amended Sections 1935 and 2109 of the California Administrative Code, setting forth standards for exhaust emissions for 1969-model vehicles etc.

Resolution 68-32 WHEREAS, the Air Resources Board has been designated by the Governor to be a part of the Resources Agency for administrative purposes etc.

Resolution 68-33 WHEREAS, Chapter 4, Part 1, Div. 26, Section 39097 of the Health and Safety Code provides that "The 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 Board and the criteria established by the Board; etc.

Resolution 68-34 WHEREAS, the 1968-69 fiscal year budget for the Air Resources Board provides funds to contract with the Department of Public Health for the services of the Bureau of Air Sanitation and the Air and Industrial Hygiene Laboratory; etc.

Resolution 68-34.5 The Board authorizes the Executive Officer to execute a contract with the ARCO Chemical Company for the design and installation of exhaust gas recirculation devices in test vehicles, in the amount not to exceed $62,400.

Resolution 68-35 WHEREAS, The Ford Motor Company was issued a certificate of approval with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 170, 200, 240, 250, 300, 302, 351, 360, 390, 427, 428, 429, and 460.

Resolution 68-36 WHEREAS, NSU Motorenwerke was issued a certificate of approval with respect to 1969-model vehicles, 6000 pounds and less gross vehicle weight, with engines of the following sizes (cubic inches): 60.8 and 71.8.

Resolution 68-37 WHEREAS, Aston Martin Lagonda, Ltd. was issued a certificate of approval with respect to 1969-model vehicles 6000 pounds or less gross vehicle weight and the 244 cubic inch engine.

Resolution 68-38 WHEREAS, Chrysler Corporation was issued a certificate of approval with respect to 1969-model vehicles 6,000 pounds and less gross vehicle weight, with engines of the following sizes (cubic inches): 170, 225, 273, 318, 340, 383, 426 and 440.

Resolution 68-39 WHEREAS, Daimler-Benz, Inc. was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross weight, with engines of the following sizes (cubic inches): 134, 139.6, 152.3, 169.4, and 389.

Resolution 68-40 WHEREAS, Volvo, Incorporated, Sweden, was issued a certificate of approval with respect to 1969-model vehicles, with 121 cubic inch engine.

Resolution 68-41 WHEREAS, Toyo Kogyo Company, Ltd. was issued a certificate of approval with respect to 1969-model vehicles only, with an engine size of 90.97 cubic inches.

Resolution 68-42 WHEREAS, Ford Motor Company, Ltd. England, was issued a certificate of approval with respect to 1969-model vehicles only with an engine size of 97.7 cubic inches.

Resolution 68-43 WHEREAS, Kaiser Jeep Corporation was issued a certificate of approval with respect to 1969-model vehicles with the following engine sizes (cubic inches): 134, 225, 232, and 350.

Resolution 68-44 WHEREAS, General Motors Corporation was issued a certificate of approval with respect to 1969-model vehicles 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 153, 164, 230, 250, 292, 305, 307, 327, 350, 396, 400, 427, 428, 430, 455, 472

Resolution 68-45 WHEREAS, The State Air Resources Board on June 18, 1968, amended Sections 1925, 1935, 1950, 2101, 2109, 2501, 2504, and 2508 of the California Administrative Code; and

Whereas, the State Air Resources Board on June 18, 1968, adopted the following test procedures:

"California Exhaust Emission Standard and Test Procedure for 1969-Model Heavy-Duty Vehicles," dated June 18, 1968, "California Exhaust Emission Standard and Test Procedure for 1969-Model Passenger Cars (Light-Duty Vehicles)," dated June 18, 1968, and "California Fuel Evaporative Emission Standard and Test Procedures for 1970-Model Light-Duty Vehicles," dated June 18, 1968.

Resolution 68-46 WHEREAS, the Rover Company Limited was issued a certificate of approval with respect to 1969-Model vehicles, 6,000 pounds or less gross vehicle weight, with the following engine size (cubic inches): 139.5.

Resolution 68-48 WHEREAS, Toyota Motor Company was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicl weight with the following engine sizes (cubic inches): 65.8, 113.4, 115.8, 137.1, and 236.7.

Resolution 68-49 WHEREAS, Ford Motor Company was issued a certificate of approval with respect to 1969-model vehicles greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 240, 300, 302, 330, 360, 361, 390, 391, 401, 477, and 534.

Resolution 68-50 Automobile Ferrucico, 1969 Certification

Resolution 68-51 WHEREAS, International Harvester Company was issued a certificate of approval with respect to 1969-model vehicles, greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 196, 304, 308, 345, 392, 406, 450, 478, 501 and 549.

Resolution 68-52 WHEREAS, General Motors Corporation was issued a certificate of' approval with respect to 1969-model Adam Opel and Vauxhall vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): Opel 65.8 and 115.8; Vauxhall: 70.7, 97.5, and 120.5.

Resolution 68-53 Order adopting section 1940, 1941 and 2020

Resolution 68-54 WHEREAS, Citroen Cars Corporation, France, was issued a certificate of approval with respect to 1969-model vehicles with engine sizes (cubic inches) 121 and 132.

Resolution 68-55 WHEREAS, American Motors Corporation was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 199,232, 290, 343, 390.

Resolution 68-56 WHEREAS, General Motors Corporation was issued a certificate of approval with respect to 1969-model vehicles, greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 230, 250, 292, 305, 307, 350, 351, 366, 296, 401, 427, 478, 637.

Resolution 68-57 WHEREAS, Regie Nationale des Usines Renault, France, was issued a certificate of approval with respect to 1969-model vehicles only, with an engine size (cubic inches) of 67.61.

Resolution 68-58 WHEREAS, Assembly Bill 690 was passed by the Legislature adds Section 39083.5(b) to the Health and Safety Code as follows:

> "The Board shall adopt standards for exhaust emissions for such motor vehicles and engines, and shall select exhaust control devices which comply with such standards and which are technologically feasible. Exhaust emissions from such motor vehicles and engines shall be at substantially the following levels or as near thereto as it is technologically feasible to attain:
> (1) Hydrocarbons - 1 gram per vehicle-mile
> (2) Carbon monoxide - 15 grams per vehicle-mile
> (3) Oxides of nitrogen - 1.5 grams per vehicle-mile

Resolution 68-59 WHEREAS, British Motor Corporation, Limited, England, was issued a certificate of approval with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches: 77.9, 109.8, 177.8.

Resolution 68-60 WHEREAS, Chrysler Corporation was issued a certificate of approval with respect to 1969-model vehicles greater than 6,000 pounds gross vehicle weight, with engines of the following sixes (cubic inches): 225, 318, 361, 383, and 413.

Resolution 68-61 WHEREAS, Nissan Motor Company, Ltd., Japan, was issued a certificate of approval with respect to the 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 79.3, 97.3, 97.4, 120.9 and 240.9.

Resolution 68-62 WHEREAS, International Harvester Company was issued a certificate of approval with respect to 1969-model vehicles 6,000 pounds and less gross vehicle weight, with engines of the following sizes (cubic inches): 196, 232, 304, 345, and 392.

Resolution 68-63 WHEREAS, Volkswagen of America was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches); 91.10 and 96.66.

Resolution 68-64 WHEREAS, Alfa Romeo, Incorporated was issued a certificate of approval with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with an engine size of 108.6 cubic inches.

Resolution 68-65 WHEREAS, Checker Motors Corporation was issued a certificate of approval with respect to 1969-model vehicles, greater than 6,000 pounds gross vehicle weight, for a 350 cubic inch size engine.

Resolution 68-66 BE IT RESOLVED, That this Board authorizes the Board Chairman to execute contracts with qualified firms or individuals for the purchase, installation, and supervision of control systems to be installed on State-owned vehicles; the aggregate amount of such contracts not to exceed $200,000.

Resolution 68-67 BE IT RESOLVED, That the Air Resources Board hereby authorizes the Executive Officer to issue Notice of Certification of Facility (For Investment Tax Credit Purposes).

Resolution 68-68 WHEREAS, the Air Resources Board has received a Federal grant to demonstrate the feasibility of exhaust gas recirculation as a means of controlling oxides of nitrogen;

BE IT RESOLVED, That this Board authorizes the Executive Officer to execute an interagency agreement with the Department of General Services for the use of 120-state-owned vehicles with the stipulation that the Air Resources Board agrees to pay for the cost of repair to to any vehicle which is damaged as a result of the installation or operation of an oxides of nitrogen exhaust control system.

Resolution 68-69 BE IT RESOLVED, Mr. Alvin W. Evans is hereby granted a permit for testing an experimental control device installed in a 1967 Cadillac Coupe De Ville, California License No. UMP-050, for a period of one year from this date.

Resolution 68-70 WHEREAS, Checker Motors Corporation was issued a certificate of approval with respect to 1969-model vehicles 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 250 and 350.

Resolution 68-71 WHEREAS, Dr. Ing. Porsche KG was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches); 96.5 and 121.5.

Resolution 68-72 BE IT RESOLVED, Mori and Katayama are hereby granted a permit for testing an experimental control device installed in a 1968 Colt vehicle, identification number A 23 L K 5200001 for a period of one year from this date.

Resolution 68-73 WHEREAS, Bayerische Motoren Werke A.G. was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 96 and 121.

Resolution 68-74 WHEREAS, Peugeot, Inc. was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with an engine of the following size (cubic inches): 98.8.

Resolution 68-75 WHEREAS, Shelby Automotive Co., Inc. was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 351, 428.

Resolution 68-76 WHEREAS, Standard-Triumph Company, Ltd., England, was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches); 79, 122, 152.

Resolution 68-77 WHEREAS, Rover Company Ltd., England, was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with an engine of the following size (cubic inches): 120.8

Resolution 68-78 WHEREAS, Fiat, S.P.A., was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 73, 87.8.

Resolution 68-79 WHEREAS, Rolls-Royce Limited, was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with an engine size of 380.2 cubic inches.

Resolution 68-80 WHEREAS, Rootes Motors Ltd., was issued a certificate of approval with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with an engine size of 105 cubic inches.

Resolution 68-81 WHEREAS, Jaguar Cars Ltd., was issued a certificate of approval with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with an engine size of 258.4 cubic inches.

Resolution 68-82 BE IT RESOLVED, Pacific Lighting Service and Supply Company is hereby granted a permit for testing an experimental control device installed on twenty vehicles, for a period of one year from this date.

Resolution 68-83 WHEREAS, Saab Aktiebolag was issued a certificate of approval with respect to1969 model vehicles, 6,000 pounds or less gross vehicle weight, with an engine size of 91.4 cubic inches.

Resolution 68-84 WHEREAS, Section 39126 of the Health & Safety Code provides that the Board may exempt classifications of motor vehicles for which certified devices are not available;

BE IT RESOLVED, That the Executive Officer be directed to notify the Department of Motor Vehicles and the Highway Patrol that in addition to any vehicle exempted by law that certified devices are not available for the following classifications of vehicles and therefore, such vehicles are not required to have exhaust control devices:

1. Commercial vehicles in excess of 6,000 pounds gross vehicle weight powered by engines manufactured before January 1, 1969
2. House cars over 6,000 pounds gross vehicle weight powered by engines manufactured before Jan. 1, 1969.
3. 1969-model commercial vehicles and house cars in excess of 6,000 pounds gross vehicle weight first sold and registered outside the State of California.
4. 1966 and 1967-model vehicles first sold and registered outside of the State of California
5. 1966 and 1967-model foreigh made vehicles.
6. 1968 and subsequent model vehicles first sold and registered outside the United States.

Resolution 68-85 WHEREAS, Societe Des Automobiles Simce was issued a certificate of approval with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with engine sizes of 68 and 73 cubic inches.

Resolution 68-86 WHEREAS, The Legislature has appropriated the sum of $200,000 to implement an exhaust control device testing program, per AB 690, to establish, among other things, that low emission devices are feasible;

BE IT RESOLVED, that this Board authorizes the Chairman to execute contracts with Chromalloy-American Corp., G. W. Cornelius, And the University of California (R. D. Kopa), for purchase and installation of control systems to be installed on State-owned vehicles; the aggregate amount of such contracts not to exceed $200,000.

Resolution 68-87 BE IT RESOLVED, that the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Amenda Article 2, Section 2109 to read:

2109. Test Procedures.

(a) The test procedures for determining compliance with exhaust emission standards specified in Section 39101 of the Health and Safety Code are:

"California Exhaust Emission Standards and Test Procedures for 1970-model gasoline-Powered Motor vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

(b) The test procedures for determining compliance with exhaust emissions standards specified in Section 39101.5, 39102, and 39102.5 of the Health and Safety Code are:

"California Exhaust Emission Standards and Test Procedures for 1971 and Subsequent Model Gasoline-Powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

(c) The test procedures for determining compliance with Sections 39104 and 39105 of the Health and Safety Code are:

"California Exhaust Emission Standards and Test Procedures for 1970 and Subsequent Model Year Gasoline-Powered Motor Vehicles Over 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

Resolution 68-88 BE IT RESOLVED, That the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Adopts new Article 3, Section 2208 to read:

2208. Test Procedures. The test procedures for determining compliance with the exhaust emission standards in Section 39101.5, 39102, and 39102.5 of the Health and Safety Code are:

(a) "California Exhaust Emission Standards and Test Procedures for 1971 and Subsequent Model Gasoline-Powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

Resolution 68-89 BE IT RESOLVED, That the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Amends Article 6, Section 2508 to read:

2508: Test Procedures. The test procedures for determining compliance with the fuel evaporative losses specified in Section 39106 of the Health and Safety Code are:

(a) "California Fuel Evaporative Emission Standards and Test Procedures for 1970 and Subsequent Model Gasoline-Powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

Resolution 68-90 BE IT RESOLVED, That the Air resources Board hereby repeals, amends, and adopts its regulations, Title 13, Chapter 3, Subchapter 2 California Administrative Code as follows:

1. Adds (d) to Article 2, Section 2109 to read:

2109. Test Procedures. The test procedures for determining compliance with the standards and criteria are:

(d) "California Exhaust Emission Standards and Test Procedures for 1972-Model Gasoline-Powered Motor Vehicles over 6000 Pounds Gross Vehicle Weight" dated November 20, 1968.

2. Adds (6) to Article 3, Section 2208 to read:

2208. Test Procedures. The test procedures for determining compliance with the standards and criteria are:

(b) "California Exhaust Emission Standards and Test Procedures for 1972-Model Gasoline-Powered Motor Vehicles Over 6000 Pounds Gross Vehicle Weight" dated November 20, 1968.

3. Adds (b) to Article 6, Section 2508 to read:

2508. Test Procedures. The test procedures for determining compliance with the standards and criteria are:

(b) "California Fuel Evaporative Emission Standards and Test Procedures for 1971 Model Vehicles Over 6000 Pounds Gross Vehicle Weight" dated November 20, 1968

Resolution 68-91 NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Adds (e) to Article 2, Section 2109 to read:

2109. Test Procedures. The test procedures for determining compliance with the standards and criteria are:

(e) "California Exhaust Emission Standards and Test Procedures for Used Vehicles Under 6001 Pounds Gross Vehicle Weight" dated November 20, 1968.

Resolution 68-92 WHEREAS, Clark Equipment Company was issued a certificate of approval with respect to 1969-model vehicles greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 240, 300 and 302.

Resolution 68-93 WHEREAS, White Motor Company was issued a certificate of approval with respect to 1969-model vehicles greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 292, 331, 362, and 400.

Resolution 68-94 WHEREAS, Continental Motors Corporation was issued a certificate of approval with respect to its exhaust control system for portable and mobile internal combustion engines of the following sizes (cubic inches): 162.

Resolution 68-95 BE IT RESOLVED, that the policy of formal laboratory authorization or approval be discontinued, and all previous approvals or accreditations be cancelled.

Resolution 68-96 WHEREAS, Lotus Cars Limited was issued a certificate of approval with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with an engine size of 95.2 cubic inches.

Resolution 68-97 Marvel Schebler Division of Borg-Warner Corporation(fork-lifts

Resolution

State of California

AIR RESOURCES BOARD

Resolution 68-1

WHEREAS, the State Board of Public Health adopted on October 23, 1964, vehicle emission standards for application to 1970 vehicles as follows:

Hydrocarbons - 180 parts per million by volume as hexane;
Carbon Monoxide - 1% by volume; and

WHEREAS, the State Board of Public Health adopted on October 23, 1964, fuel tank emission and carburetor emission standards as follows:

Fuel tank emissions - Hydrocarbons, 6 grams per day;
Carburetor hot soak emissions - Hydrocarbons, 2 grams per soak; and

WHEREAS, the Motor Vehicle Pollution Control Board has, on numerous occasions, expressed concern over these emissions and its intention to control them; and

WHEREAS, the Motor Vehicle Pollution Control Board on August 10, 1966, adopted Resolution 66-23, expressing as policy that "the automobile industry is hereby informed that the State of California shall require compliance with these standards, regardless of the emission requirements established by the Federal government"; and

WHEREAS, certification data for 1968-model vehicles indicates that it is technologically feasible to meet the 1970 hydrocarbon and carbon monoxide standards; and

WHEREAS, it has been publicly demonstrated that fuel tank and carburetor evaporative emission controls are technologically feasible and reasonable in cost;

NOW, THEREFORE, BE IT RESOLVED that the California Air Resources Board re-affirms the necessity for such standards and declares its intention to continue them in effect and enforce their application to 1970-model vehicles subject to registration in California; and

BE IT FURTHER RESOLVED, that exhaust emission standards applicable to gasoline-powered 1970-model vehicles subject to registration in California shall be:

Hydrocarbons - 180 parts per million by volume as hexane;
Carbon Monoxide - 1% by volume; and

BE IT FURTHER RESOLVED, that fuel tank and carburetor emission standards applicable to gasoline-powered 1970-model vehicles subject to registration in California shall be:

Fuel tank emissions - Hydrocarbons, 6 grams per day;
Carburetor hot soak emissions - Hydrocarbons, 2 grams per soak; and

BE IT FURTHER RESOLVED that pursuant to law, new 1970-model vehicles and new vehicles to be registered in California after January 1, 1970, shall be refused registration in this State unless they comply with the above standards.

2-8-68
la

State of California

Air Resources Board

Resolution 68-2

WHEREAS, Federal funds are available for research projects in the field of air pollution and,

WHEREAS, the State of California and the Motor Vehicle Pollution Control Board have received such funds in the past and,

WHEREAS, the Air Resources Board may avail itself of such funds for the renewal of current programs and the initiation of new programs, including the continuation of evaluation of smog control systems on vehicles in public use, a diesel smoke emission measurement project, the division of the State into air basins, an inventory of emission sources, and establishment of an air quality surveillance network;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Officer of the Air Resources Board is hereby authorized to initiate and execute necessary documents on behalf of this Board for application and acceptance of Federal grants.

#####

2/8/68
e

State of California

AIR RESOURCES BOARD

Resolution 68-3

WHEREAS, the Air Resources Board is required by the Mulford-Carrell Act to adopt ambient air quality standards based upon health effects and recommendations of the State Department of Public Health Bureau of Air Sanitation; and

WHEREAS, under the Mulford-Carrell Act the Air Resources Board is required to inventory sources of air pollution within basins of the state and determine the kinds and quantity of air pollution; and

WHEREAS, under the Mulford-Carrell Act the Air Resources Board may call upon the State Department of Public Health for the monitoring of air pollutants, the analysis of vehicle emissions and recommendation of standards for their control; meteorological studies, data processing, special studies, and such other related matters as the Board may deem necessary; and

WHEREAS, the Air Resources Board desires to enter into an inter-agency agreement with the Department of Public Health for the services of its Bureau of Air Sanitation for the current fiscal year;

NOW, THEREFORE, BE IT RESOLVED, that this Board

Authorize the Executive Officer to execute an inter-agency agreement with the Department of Public Health for contractual services for the Bureau of Air Sanitation for such amount as may be designated by the Legislature for such services, or for such amount as may be already budgeted for such services for the current fiscal year.

####

2/8/68
e

State of California

AIR RESOURCES BOARD

RESOLUTION 68-4

WHEREAS, the Motor Vehicle Pollution Control Board on June 26, 1967, received a Federal air pollution survey grant of $55,668 for a diesel smoke measurement project; and

WHEREAS, a low bid of $16,067.27 for the equipment has been received from the Clayton Manufacturing Company, of Temple City; and

WHEREAS, this bid has been approved by the Office of General Services and a Purchase Order (L. A. 17434) issued for the equipment; and

WHEREAS, an Inter-Agency Agreement for the installation of this equipment in the amount of $10,100 has been drawn between the Motor Vehicle Pollution Control Board and the Department of Public Works, Division of Highways;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Officer is hereby authorized to execute necessary documents to expedite the purchase and installation of equipment and performance of the survey.

2-8-68
la

State of California

AIR RESOURCES BOARD

Resolution 68-5

WHEREAS, a hearing was called in San Francisco January 15-17, 1968, under Section 208(b) of the Air Quality Act of 1967 to determine California's right to an exemption for vehicle emission standards; and

WHEREAS, the hearing will be adjourned as of February 16, 1968, unless prior to that time the convening officer re-opens the hearing; and

WHEREAS, matters directly affecting the Federal waiver of California under the Air Quality Act of 1967 are now matters for urgent State legislative action; and

WHEREAS, staff members of the Air Resources Board are directed to confer with officials of the National Center for Air Pollution Control on California waiver issues; and

WHEREAS, further time is required for the proper transmission of materials, scheduling of meetings, and the review of pertinent material;

NOW, THEREFORE, BE IT RESOLVED, that the California Air Resources Board does respectfully request the Secretary of Health, Education and Welfare and the Hearing Officer to hold the hearing record open for an additional ninety (90) days, or until May 15, 1968.

2/9/68 (rev.)
la

State of California

AIR RESOURCES BOARD

RESOLUTION 68-6

WHEREAS, Bavarian Motor Works, on November 17, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; and

WHEREAS, the system is described as the Manairox System with major elements:

(1) Rotary vane air pump

(2) Air injection into each exhaust port

(3) Carburetor and distributor modifications

(4) Recommended maintenance

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the Standards set by the California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968 model certification a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at 1,000 miles or equivalent; and the applicant has agreed to these requirements;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval for the Bavarian Motor Works Exhaust Control System as described above, to comply with California registration requirements for 1968-model vehicles only, with engines in displacement classes a(2) and a(3) pursuant to Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2, Sections 2104 and 2105.

AND BE IT FURTHER RESOLVED, That

The continued effectiveness of this certification is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

4-16-68
jh

State of California

AIR RESOURCES BOARD

RESOLUTION 68-7

WHEREAS, Simca on December 4, 1967, submitted a Letter of Representation and test data for 1968 California certification of an exhaust emission control system; and

WHERAS, the system is described as the Simca "Cleaner Air Package" system with major elements:

(1) leaner carburetor calibration including idle,

(2) retarded spark at idle,

(3) deceleration control, dashpot,

(4) cylinder head, cylinder head gasket, and piston modifications,

(5) recommended maintenance.

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the Standards set by the California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968 model certification, a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at approximately 1,000 miles or equivalent, and the applicant has agreed to these requirements;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval for the Simca exhaust control system as described above to comply with California registration requirements for 1968-model vehicles only, with engines in displacement class (a-2), pursuant to Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2, Sections 2104 and 2105.

AND BE IT FURTHER RESOLVED, That the continued effectiveness of this certification is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

4-16-68
jh

State of California
AIR RESOURCES BOARD

Resolution 68-8

WHEREAS, Checker Motors, on December 8, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; and

WHEREAS, the applicant's two different exhaust control systems are described as follows;

A. Engine Modification type system (for engines with automatic transmissions) with major elements:

(1) leaner carburetion plus idle rich limiter,
(2) retarded spark at idle,
(3) recommended maintenance.

B. Air-injection system (For engines with manual transmissions) with major elements:

(1) rotary-vane air pump,
(2) air injection into each exhaust port,
(3) carburetor and distributor modifications,
(4) recommended maintenance.

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the Standards set by the California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968-model certification, a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at 1,000 miles, or equivalent; and

WHEREAS, the applicant has submitted details of substantial measures taken to insure proper adjustment of 1968-model engines as delivered to the customer, and the Board staff considers these measures to be the equivalent of the spark timing and idle adjustment requirements.

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval for the Checker Motors exhaust control systems to comply with California registration requirements for 1968-model vehicles only, with engines in displacement classes (c), (d), and (e), pursuant to Title 13, of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2, Sections 2104 and 2105,

AND BE IT FURTHER RESOLVED, That

The continued effectiveness of this certification is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

4/16/68

State of California

AIR RESOURCES BOARD

RESOLUTION 68-9

WHEREAS, Renault on September 26, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; and

WHEREAS, the system is described as the Renault "Dual Carburetion" system with major elements:

(1) dual-throat carburetor,

(2) leaner carburetor calibration including idle,

(3) retarded spark at idle,

(4) deceleration throttle positioner,

(5) recommended maintenance.

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the Standards set by the California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968 model certification, a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at approximately 1,000 miles or equivalent, and the applicant has agreed to these requirements;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval for the Renault exhaust control system as described above to comply with California registration requirements for 1968-model vehicles only, with engines in displacement class (a-2), pursuant to Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2, Sections 2104 and 2105.

AND BE IT FURTHER RESOLVED, That the continued effectiveness of this certification is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

3-16-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-10

WHEREAS, Fiat on December 16, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system and

WHEREAS, the system is described as the Fiat "Dual Carburetion" system with major elements:

(1) dual-throat carburetor

(2) leaner carburetor calibration including idle

(3) retarded spark at idle

(4) deceleration throttle positioner

(5) recommended maintenance

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the Standards set by California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968 model certification, a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at approximately 1,000 miles or equivalent, and the applicant has agreed to these requirements;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval for the Fiat exhaust control system as described above to comply with California registration requirements for 1968-model vehicles only, with engines in displacement class (a-2), pursuant to Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2, Sections 2104 and 2105.

AND BE IT FURTHER RESOLVED, That the continued effectiveness of this certification is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

4/16/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-11

WHEREAS, Lotus on November 6, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; and

WHEREAS, the system is described as the Lotus "Zenith Duplex" system with major elements:

(1) dual intake manifold

(2) leaner carburetion

(3) retarded spark at idle

(4) recommended maintenance

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the Standards set by the California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968 model certification, a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at approximately 1,000 miles or equivalent, and the applicant has agreed to these requirements;

NOW, THEREFORE, BE IT RESOLVED, That this Board, under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code, issue a certificate of approval for the Lotus exhaust control system as described above to comply with California registration requirements for 1968-model vehicles only, with engines in displacement class (a 2), pursuant to Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2, Sections 2104 and 2105.

AND BE IT FURTHER RESOLVED, That the continued effectiveness of this certification is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

State of California

AIR RESOURCES BOARD

RESOLUTION 68-12

WHEREAS, NSU Motorenwerke, Neckarsulm, Germany, filed an application for a certificate of approval for a crankcase emission control system which is described as follows:

> The NSU Wankel crankcase emission control system consists of an internal spring loaded pressure control valve and a tube to the air cleaner as described in the accompaning report.
>
> A sealed oil filler cap is used.

WHEREAS, the system has been found to meet the crankcase emission standards established by the California Department of Public Health; and

WHEREAS, after considering representations submitted by the manufacturer, the Board finds that the device meets the criteria of the Air Resources 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

Issue a certificate of approval for the NSU Wankel crankcase emission control system for installation on 1967 and subsequent model cars in vehicle classification (a), as designated in Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

4-16-68
jh

State of California

AIR RESOURCES BOARD

RESOLUTION 68-13

WHEREAS, Aston Martin Lagonda Limited, Buckinghamshire, England filed an application for a certificate of approval for a crankcase emission control system which is described as follows:

> The system consists of two rubber hoses, each connecting a cam box cover to a common air box through flame arresters. The air box is situated between the air cleaner element and the intake manifolds. The oil filler caps are sealed to the atmosphere.

WHEREAS, the system has been found to meet the crankcase emission standards established by the California Department of Public Health, and;

WHEREAS, after considering representations submitted by the manufacturer, the Board finds that the device meets the criteria of the Air Resources Board as published 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 Aston Martin sealed crankcase emission control system for installation on 1968 and subsequent model cars in vehicle classification (c) as designated in Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

4-16-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-14

WHEREAS, the Ford Motor Company, England filed an application for a certificate of approval for a crankcase emission control system which is described as follows:

1 - A tube from the crankcase through an oil trap, then through an A. C. Delco spring loaded jiggle pin type flow control valve to the intake manifold.

2 - A tube from the sealed oil filler cap through an oil trap to the clean side of the oil cleaner.

WHEREAS, the system has been found to meet the crankcase emission standards established by the California Department of Public Health; and

WHEREAS, after considering representations submitted by the manufacturer, the Board finds that the device meets the criteria of the Air Resources Board as published in Title 13 of the California Administrative Code, Chapter 3, Sub-chapter 1, Article 1, Section 2003.

NOW, THEREFORE, BE IT RESOLVED, That this Board

Issue a certificate of approval for the English Ford closed crankcase emission control system for installation on 1968 and subsequent model cars in vehicle classification (a) as designated in Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

4/16/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-15

WHEREAS Hawaiian Motors Company of Los Angeles, California, filed an application for a certificate of approval for a sealed crankcase emission control system described as the Hawaiian Motors Company "Cony" sealed crankcase emission control system having the following specifications:

The system consists of a tube from the crankcase through a flame arrestor to an oil separator.

The engine has a separate oil tank instead of an oil pan. The fumes from this sealed oil tank are also lead to the oil separator.

The combined gases from the oil separator are then carried through a tube to the atmospheric side of the air cleaner.

WHEREAS the system has been found to meet the crankcase emission control standards established by the California Department of Public Health, and;

WHEREAS after considering representations submitted by the manufacturer, the Board finds that the system meets the criteria of the Air Resources 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

Issue a certificate of approval for the Hawaiian Motors Company "Cony" sealed crankcase emission control system for new "Cony" cars, factory installation, on 1968 and subsequent models of motor vehicles in classification (a) as designated in Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 1, Section 2004.

4/16/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-16

WHEREAS, Shelby Automotive, Inc., on December 8, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; and

WHEREAS, the applicant's two different exhaust control systems are described as follows:

A. Air-injection system with major elements:

(1) rotary-vane air pump
(2) air injection into each exhaust port
(3) carburetor and distributor modifications
(4) recommended maintenance

B. Engine Modification type system with major elements:

(1) leaner carburetion plus idle rich limiter
(2) retarded spark at idle
(3) recommended maintenance

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the standards set by the California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968 model certification, a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at 1,000 miles, or equivalent, and the applicant has agreed to these requirements;

NOW, THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code, issue a certificate of approval for the Shelby Automotive exhaust control systems as described above to comply with California registration requirements for 1968-model vehicles only, with engines in displacement classes (e) and (f), pursuant to Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2;

AND BE IT FURTHER RESOLVED, That the continued effectiveness of this certification is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

4-16-68
la

State of California

AIR RESOURCES BOARD

RESOLUTION 68-17

WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The 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 Board and the criteria established by the Board;" and

WHEREAS, White Motor Corporation, Cleveland, Ohio, 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 Board and Board criteria; and

WHEREAS, cross-checks will be undertaken periodically to insure accurate and satisfactory test reports and evaluations; and

WHEREAS, White Motor Corporation, Cleveland, Ohio, 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 Air Resources Board hereby designates the White Motor Corporation, vehicle testing laboratory at Cleveland, Ohio, as an Authorized Vehicle Pollution Control Testing Laboratory.

4-16-68
jh

State of California

AIR RESOURCES BOARD

RESOLUTION 68-18

WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The 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 Board and the criteria established by the Board;" and

WHEREAS, Toyo Kogyo Co., Ltd., Hiroshima, Japan, 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 Board and Board criteria; and

WHEREAS, cross-checks will be undertaken periodically to insure accurate and satisfactory test reports and evaluations; and

WHEREAS, Toyo Kogyo Co., Ltd., Hiroshima, Japan, 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 Air Resources Board hereby designates the Toyo Kogyo Co., Ltd., vehicle testing laboratory at Hiroshima, Japan, as an Authorized Vehicle Pollution Control Testing Laboratory.

4-16-68
jh

State of California

AIR RESOURCES BOARD

RESOLUTION 68-19

WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The 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 Board and the criteria established by the Board;" and

WHEREAS, NSU Motorenwerke, Neckarsulm, Germany, 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 Board and Board criteria; and

WHEREAS, cross-checks will be undertaken periodically to insure accurate and satisfactory test reports and evaluations; and

WHEREAS, NSU Motorenwerke, Neckarsulm, Germany, 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 Air Resources Board hereby designated the NSU Motorenwerke, vehicle testing laboratory at Neckarsulm, Germany, as an Authorized Vehicle Pollution Control Testing Laboratory.

4-16-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-20

WHEREAS, Cord International Distributing Company on December 7, 1967, submitted a Letter of Representation and all test data for 1968 California certification of an exhaust emission control system; and

WHEREAS, the system is described as follows:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(3) deceleration control, dashpot type or spark advance type,

(4) recommended maintenance.

WHEREAS, proving-ground test procedures established by the Board have demonstrated that the system is capable of controlling exhaust emissions within the Standards set by the California Department of Public Health for the life of the vehicle; and

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

WHEREAS, the Board has found large percentages of vehicles with engine adjustments outside manufacturer's specifications as delivered to the customer and these adjustments have substantial effects on emissions; and

WHEREAS, Board policy requires for 1968 model certification, a 100% inspection of spark timing on the assembly line and a free spark timing and idle adjustment by the dealer at approximately 1,000 miles or equivalent, and the applicant has agreed to these requirements.

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080 Division 26 of the Health and Safety Code,

Issue a certificate of approval for the Cord exhaust control system as described above to comply with California registration requirements for 1968-model vehicles only, with engines in displacement class (e), pursuant to Title 13 of the California Administrative Code, Chapter 3, Sub-Chapter 1, Article 2, Sections 2104 and 2105.

AND BE IT FURTHER RESOLVED, That the continued effectiveness of the certification also is dependent upon the capability of the system to maintain emissions below California Standards for the life of the vehicle in public use.

4/16/68
gv

State of California

AIR RESOURCES BOARD

RESOLUTION 68-21

WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The 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 Board and the criteria established by the Board;" and

WHEREAS, the Vauxhall emission test facility of General Motors Corporation 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 Board and Board criteria; and

WHEREAS, cross-checks will be undertaken periodically to insure accurate and satisfactory test reports and evaluations; and

WHEREAS, General Motors Corp. 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 Air Resources Board hereby designates the Vauxhall emission test facility of General Motors at Luton, Bedfordshire, England, as an Authorized Vehicle Pollution Control Testing Laboratory.

4/16/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-24

WHEREAS, the Air Resources Board is required by the Mulford-Carrell Act to adopt ambient air quality standards for health effects based upon the recommendations of the State Department of Public Health; and

WHEREAS, the Air Resources Board is required by the Mulford-Carrell Act to establish basins within the State, inventory sources of air pollution in these basins, monitor for air pollutants, conduct studies on air pollution and provide technical assistance to local agencies; and

WHEREAS, the State Department of Public Health currently has personnel, equipment, and laboratory facilities for meteorological studies, data processing, special studies, air monitoring, and such other related matters; and

WHEREAS, the Air Resources Board has obtained a Federal Air Pollution Program Grant to expand the Board's program relative to these functions; and

WHEREAS, the Air Resources Board desires to enter into an inter-agency agreement with the Department of Public Health for such services;

NOW, THEREFORE, BE IT RESOLVED, that this Board

Authorize the Executive Officer to execute an inter-agency agreement with the Department of Public Health for contractual services in the development and carrying out of the aforementioned functions for such amount as has been allocated under the Federal grant and State budget.

5/14/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-26

WHEREAS, the enactment of A.B. 370 by the California Legislature with urgency provisions results in more restrictive exhaust requirements for 1969 model passenger vehicles than the corresponding Federal requirements;

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board adopts the proposed Sections 1110 and 2109 of the California Administrative Code, and the proposed "California Exhaust Emission Standard and Test Procedure for Passenger Cars and Light Duty Trucks", dated May 14, 1968.

AND BE IT FURTHER RESOLVED, that the Staff is instructed to request waiver of Federal pre-emption for these regulations from the Secretary of Health, Education, and Welfare.

5/14/68
gv

RESOLUTION 68-27

ORDER ADOPTING, AMENDING, OR REPEALING

REGULATIONS OF THE STATE AIR RESOURCES BOARD

After proceedings in accordance with the provisions of the Administrative Procedure Act (Gov't. Code, Title 2, Div. 3, Pt. 1, Ch. 4.5) and pursuant to the authority vested by sections 39051 and 39083 and to implement, interpret and make specific Health and Safety Code sections 39081, 39083, and 39090 and Vehicle Code section 4000.1(c), the State Air Resources Board hereby repeals, amends, and adopts its regulations in Title 17 and Title 13, California Administrative Code, as follows:

1. Repeals section 30530, Title 17, California Administrative Code, standard for motor vehicle crankcase emissions.

2. Adopts new section 1960, Title 13, California Administrative Code, to read:

1960. Crankcase Emissions. (a) The State Air Resources Board finds compliance with the following standards for crankcase emissions to be necessary and technologically feasible for all used motor vehicles except those used vehicles previously exempted by the State Motor Vehicle Pollution Control Board. In accordance with these findings, the standard is:

Hydrocarbons - 0.1 percent by weight of the supplied fuel.

It is the intention of the Board in promulgating this regulation to continue in effect all mandatory crankcase emission standards applicable to used vehicles before the effective date of Chapter 49, Statutes of 1968.

3. Adopts new section 2000.1, Title 13, California Administrative Code, to read:

2000.1 Definitions. "Board" means "State Air Resources Board".

4. Amends sections 2000, 2001, 2002, 2003, 2006 and 2007, Title 13, California Administrative Code, to read:

2000. Requirements. Crankcase emission control devices will be certified for approval pursuant to Health and Safety Code Section ~~24386(4)~~ 39083(d) only if such devices operate within the standards set by the ~~State Department of Public Health~~ Board pursuant to Section ~~426.5~~ 39051(c), Health and Safety Code, and meet the criteria adopted by the ~~Air Resources~~ Board pursuant to Health and Safety Code Section ~~24386(3)~~ 39083(c).

2001. Plans Submitted. Any person seeking a certificate of approval by the Board for any device to control crankcase emissions from motor vehicles shall submit plans thereof to the Board at its office ~~in the Subway Terminal Building, Suite 1085, 417 South Hill St.~~ 434 S. San Pedro St., Los Angeles, California. Such plans shall be accompanied by reliable test data indicating compliance with the California

RESOLUTION 68-28

CALIFORNIA ADMINISTRATIVE CODE

TITLE 13 State Air Resources Board

Article 1. Standards for Motor Vehicle Emissions

1925. Exhaust Emissions. (a) The State Air Resources Board finds compliance with the standards for exhaust emissions set forth below to be necessary and technologically feasible for 1969 model gasoline-powered motor vehicles over 6000 lb. G.V.W. In accordance with this finding, the standards for such vehicles are:

Hydrocarbons--275 parts per million by volume as hexane.
Carbon Monoxide--1.5 percent by volume.

TITLE 13 State Air Resources Board

1935. Exhaust Emissions. (a) The State Air Resources Board finds compliance with the standards for exhaust emissions set forth below to be necessary and technologically feasible for 1969 model gasoline-powered motor vehicles 6000 lb. G.V.W. and under. In accordance with this finding, the standards for such vehicles are:

(1) Vehicles with engine displacement of 50 to 100 cubic inches:
Hydrocarbons--410 parts per million by volume as hexane.
Carbon Monoxide--2.3 percent by volume.

(2) Vehicles with engine displacement of 101 to 140 cubic inches:
Hydrocarbons---350 parts per million by volume as hexane.
Carbon Monoxide--2.0 percent by volume.

(3) Vehicles with engine displacement above 140 cubic inches:
Hydrocarbons--275 parts per million by volume as hexane.
Carbon Monoxide--1.5 percent by volume.

(b) Exhaust gas concentrations shall be adjusted to a dry exhaust volume containing 15 percent by volume of carbon dioxide plus carbon monoxide.

(c) Hydrocarbons are defined as the organic constituents of vehicle exhaust as measured by a hexane-sensitized nondispersive infrared analyzer or by an equivalent method.[1]

(d) Carbon monoxide shall be measured by a nondispersive infrared analyzer or by an equivalent method.

State of California

AIR RESOURCES BOARD

Resolution 68-29

WHEREAS, the Air Resources Board on April 16, 1968, approved the expenditure of $3,700, plus tax, for the revision of its film, "Horsepower and Hydrocarbons," and

WHEREAS, the Division of Highways, Department of Public Works, has available a Photographic Section with the services of a movie cameraman, and an Audio-Visual Unit, and

WHEREAS, the drawing of an Inter-Agency agreement with the Division of Highways for the services of such a cameraman would represent a substantial savings over use of a commercial film producer;

NOW, THEREFORE, BE IT RESOLVED, that the Executive Officer is hereby directed to execute such an agreement with the Division of Highways for the use of their cameraman, equipment and film, not to exceed $1,000.

6/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-30

WHEREAS, Mr. Robert W. McJones, Consultant, 529 Via Del Monte, Palos Verdes Estates, California, 90275, has applied for a permit for the testing of an experimental motor pollution control device installed in a motor vehicle, and

WHEREAS, Section 39084 of the Health and Safety Code authorizes the Board to issue such permits, and

WHEREAS, the Board is satisfied that the proposed experimentation will contribute to the development of control technology,

NOW, THEREFORE, BE IT RESOLVED, Mr. Robert W. McJones is hereby granted a permit for testing an experimental control device installed in a 1968 Ford Ranchero, California license number 92751A, for a period of one year from this date.

6/18/68
m

AIR RESOURCES BOARD

State of California

RESOLUTION 68-31

WHEREAS, the State Air Resources Board on May 14, 1968, amended Sections 1935 and 2109 of the California Administrative Code, setting forth standards for exhaust emissions for 1969-model vehicles, 6000 pounds gross vehicle weight and under, and "California Exhaust Emission Standard and Test Procedure for Passenger Cars and Light-Duty Trucks," dated May 14, 1968; and

WHEREAS, Section 1935 and 2109 of the California Administrative Code were adopted as emergency regulations as provided in Section 11422(e) of the Government Code;

NOW THEREFORE BE IT RESOLVED, That after Public Hearings held pursuant to Section 11422.1 of the Government Code, the State Air Resources Board hereby reaffirms the action on May 14, 1968 in adopting Section 1935 and 2109 of the California Administrative Code, including "California Exhaust Emission Standard and Test Procedure for Passenger Cars and Light Duty Trucks," dated May 14, 1968.

7-17-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-32

WHEREAS, the Air Resources Board has been designated by the Governor to be a part of the Resources Agency for administrative purposes; and

WHEREAS, the Department of Conservation can provide accounting and personnel services for boards and commissions within the Resources Agency; and

WHEREAS, accounting and personnel services can be provided more efficiently and economically by the Department of Conservation for the Air Resources Board than by additional Air Resources Board staff;

NOW THEREFORE BE IT RESOLVED, that the Executive Officer is hereby directed to execute an Interagency Agreement with the Department of Conservation for the provision of accounting and personnel services for the 1968-1969 fiscal year in an amount not to exceed $13,500.

7/17/68
gv

State of California

AIR RESOURCES BOARD

RESOLUTION 68-33

WHEREAS, Chapter 4, Part 1, Division 26, Section 39097 of the Health and Safety Code provides that "The 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 Board and the criteria established by the Board; and

WHEREAS, Energy Transmission Corporation, San Bernardino, California 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 Board and Board criteria; and

WHEREAS, cross-checks will be undertaken periodically to insure accurate and satisfactory test reports and evaluations; and

WHEREAS, Energy Transmission Corporation, San Bernardino, California 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 Air Resources Board intends to review its requirements for continued authorization of all approved laboratories;

NOW, THEREFORE, BE IT RESOLVED, That the Air Resources Board hereby designates the Energy Transmission Corporation, vehicle testing laboratory at San Bernardino, California, as an Authorized Vehicle Pollution Control Testing Laboratory, and that the authorization is effective until January 1, 1969.

7/8/68
e

AIR RESOURCES BOARD

State of California

RESOLUTION 68-34

WHEREAS the 1968-69 fiscal year budget for the Air Resources Board provides funds to contract with the Department of Public Health for the services of the Bureau of Air Sanitation and the Air and Industrial Hygiene Laboratory; and

WHEREAS additional Federal funds have been made available for the 1968-69 fiscal year to assist the Board in carrying out its program of air pollution control; and

WHEREAS the Bureau of Air Sanitation and the Air and Industrial Hygiene Laboratory have the personnel and technical capability to assist the Board in meeting its responsibilities under Section 39051, Section 39052, Section 39054 and Section 39061 of the Health and Safety Code;

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 to provide the services of the Bureau of Air Sanitation and the Air and Industrial Hygiene Laboratory as necessary to assist the Board in meeting its program objectives for the 1968-69 fiscal year.

7//7/68
g/

State of California

AIR RESOURCES BOARD

Resolution 68-35

WHEREAS, Ford Motor Company on July 31, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

1. An engine-modification type system called "IMCO" with major elements:

   (1) leaner carburetion plus idle rich limiter,

   (2) retarded spark at idle,

   (3) recommended maintenance.

2. An air-injection type system called "Thermactor" with major elements:

   (1) rotary-vane air pump,

   (2) air injection into each exhaust port,

   (3) carburetor and distributor modifications,

   (4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Ford Motor Company with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 170, 200, 240, 250, 300, 302, 351, 360, 390, 427, 428, 429, and 460.

9-18-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-36

WHEREAS, NSU Motorenwerke on June 12, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-Modification type system with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) deceleration control, dashpot,

(3) supplementary fuel atomizer,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to NSU Motorenwerke with respect to 1969-model vehicles, 6,000 pounds and less gross vehicle weight, with engines of the following sizes (cubic inches): 60.8 and 71.8.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-37

WHEREAS, Aston Martin Lagonda, Ltd. on May 31, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) dual intake manifold,

(2) leaner carburetion,

(3) retarded spark at idle,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080 Division 26 of the Health and Safety Code,

Issue a certificate of approval to Aston Martin Lagonda, Inc. with respect to 1969-model vehicles 6,000 pounds or less gross vehicle weight and the 244 cubic inch engine.

9-18-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-38

WHEREAS, Chrysler Corporation on July 26, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Chrysler Corporation with respect to 1969-model vehicles 6,000 pounds and less gross vehicle weight, with engines of the following sizes (cubic inches): 170, 225, 273, 318, 340, 383, 426 and 440.

9-18-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-39

WHEREAS, Daimler-Benz, Inc. on July 25, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems for passenger cars; and

WHEREAS, the applicant's exhaust control systems are described as follows:

I. Engine-Modification System (for 134.0 cu. in. engine) with major elements:

(a) leaner carburetion,

(b) retarded spark at idle,

(c) recommended maintenance.

II. Air-Injection System (for 139.6, 152.3, and 169.4 cu. in. engines) with major elements:

(a) rotary-vane air pump,

(b) air injection into each exhaust port,

(c) carburetor and distributor modification,

(d) recommended maintenance.

III. Fuel-Injection System (for 169.4 and 386 cu. in. engines) with major elements:

(a) fuel-injection system (with deceleration fuel shutoff),

(b) retarded spark at idle,

(c) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Daimler-Benz, Inc. with respect to 1969-model vehicles, 6000 pounds or less gross weight, with engines of the following sizes (cubic inches): 134, 139.6, 152.3, 169.4, and 386.

9/18/68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-40 (Amended)*

WHEREAS, Volvo, Incorporated, Sweden on August 5, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) dual intake manifold,

(2) leaner carburetion, including idle,

(3) retarded spark at idle,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1, and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Volvo, Incorporated, with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 121 and 182.

*Amended 1/15/69 to include the 182 cubic inch size engine

m

State of California

AIR RESOURCES BOARD

Resolution 68-41

WHEREAS, Toyo Kogyo Company, Ltd., Japan on July 15, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for Passenger Cars (Light-Duty Vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

Air injection type system with major elements:

(1) rotary-vane pump,

(2) air injection into each exhaust port,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Toyo Kogyo Company, Ltd., Japan with respect to 1969-model vehicles only, with an engine size of 90.97 cubic inches.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-42

WHEREAS, Ford Motor Company, Ltd., England, on July 26, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

"Thermactor" exhaust control system with major elements:

(1) rotary vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Ford Motor Company, Ltd, England, with respect to 1969-model vehicles only with an engine size of 97.7 cubic inches.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-43

WHEREAS, Kaiser Jeep Corporation on July 10, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems for Passenger Cars and Heavy-Duty Vehicles; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

I. Engine modification-type system for the 350 cubic inch 8 cylinder engine with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(3) deceleration control, dashpot type,

(4) recommended maintenance.

II. Air-injection system for the 134 cubic inch 4 cylinder engine, the 225 and 232 cubic inch 6 cylinder engines with major elements:

(1) rotary-vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Kaiser Jeep Corporation with respect to 1969-model vehicles with the following engine sizes (cubic inches): 134, 225, 232 and 350.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-44

WHEREAS, General Motors Corporation on July 29, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

1. An engine-modification type system called "C.C.S." with major elements:

   (1) leaner carburetion plus idle rich limiter,

   (2) retarded spark at idle,

   (3) recommended maintenance.

2. An air-injection type system called "A.I.R." with major elements:

   (1) rotary-vane air pump,

   (2) air injection into each exhaust port,

   (3) carburetor and distributor modifications,

   (4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to General Motors Corporation with respect to 1969-model vehicles ,6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches):

153, 164, 230, 250, 292, 302, 305, 307, 327, 350, 396,
400, 427, 428, 430, 455, 472

9/18/68
m

AIR RESOURCES BOARD

State of California

RESOLUTION 68-45

WHEREAS, the State Air Resources Board on June 18, 1968 amended Sections 1925, 1935, 1950, 2101, 2109, 2501, 2504, and 2508 of the California Administrative Code; and

WHEREAS, the State Air Resources Board on June 18, 1968 adopted the following test procedures:

> "California Exhaust Emission Standard and Test Procedure for 1969-Model Heavy-Duty Vehicles," dated June 18, 1968, "California Exhaust Emission Standard and Test Procedure for 1969-Model Passenger Cars (Light-Duty Vehicles)," dated June 18, 1968, and "California Fuel Evaporative Emission Standard and Test Procedures for 1970-Model Light-Duty Vehicles," dated June 18, 1968.

NOW THEREFORE BE IT RESOLVED, That after public hearings held pursuant to Section 11422.1 of the Government Code, the State Air Resources Board hereby re-affirms the action of June 18, 1968 in amending Sections 1925, 1935, 1950, 2101, 2109, 2501, 2504, and 2508 of the California Administrative Code; and in adopting test procedures for: "California Exhaust Emission Control and Test Procedure for 1969-Model Heavy-Duty Vehicles," dated June 18, 1968, "California Exhaust Emission Standard and Test Procedure for 1969-Model Passenger Cars (Light-Duty Vehicles)," dated June 18, 1968 and "California Fuel Evaporative Emission Standard and Test Procedure for 1970-Model Light-Duty Vehicles," dated June 18, 1968.

9-18-68
jh

NOTICE OF ADOPTION OF EMERGENCY REGULATIONS

BY STATE AIR RESOURCES BOARD

Notice is hereby given that the State Air Resources Board, pursuant to the authority vested by sections 39051 and 39083 of the Health and Safety Code, has adopted and impended and filed as an emergecy on June 18, 1968 regulations in Title 13, California Administrative Code, as follows:

Amended sections 1925, 1935, 1950, 2101, 2109, 2501, 2504, and 2508 of the California Administrative Code and adopted the following test procedures:

> "California Exhaust Standard and Test Procedure for 1969-Model Heavy-Duty Vehicles" dated June 18, 1968
>
> "California Exhaust Emission Standard and Test Procedure for 1969-Model Passenger Cars (Light-Duty Vehicles)," dated June 18, 1968
>
> "California Fuel Evaporative Emission Standard and Test Procedures for 1970-Model Light-Duty Vehicles", dated June 18, 1968

The amendments were made to have California's motor vehicle emission standards and test procedures consistent with those of the Federal Government.

Said documents are at the offices of the State Air Recources Board at 434 So. San Pedro Street, Los Angeles, California, and may be examined there by any interested person. Notice is also given that any person interested may present statements or arguments relevant to the emergency action taken, in writing, at a hearing at San Francisco, California, in Room 1194 State Office Building, 455 Golden Gate Avenue, at 9:30 a.m. on September 18, 1968. At such time, or any time thereafter, said agency may certify said emergency action as provided in section 11422.1, Government Code, or without further notice may appeal or amend said emergency action.

DATED:

AIR RESOURCES BOARD

John A. Maga
Executive Officer

AIR RESOURCES BOARD

State of California

Public Hearing Regarding Minor Revisions of

Exhaust and Evaporative Emission Standards and

Test Procedures to Conform with Federal Language

On June 18, 1968 the Air Resources Board made changes in the standards and test procedures which had been submitted to support California's request for waiver at the June 5, 1968 hearing held by the Secretary of Health, Education and Welfare. The changes, which were not substantial, made California's standards and test procedures consistent with those of the Federal Government.

The Board adopted new standards and test procedures as emergency regulations. The reason for the emergency regulation was that the Federal Hearing on California's waiver request was to be closed on June 20, 1968.

The Government Code states that emergency regulations shall not remain in effect more than 120 days unless the adopting agency re-affirms its action at public hearings on the emergency regulations held in a manner substantially similar to that required for proposed adoption of regulations. The Board must, therefore, re-affirm its action of June 18, 1968 or modify the action if this is found to be desirable.

The notice of public hearing as required in the Government Code has been published.

7-17-68

jh

State of California

AIR RESOURCES BOARD

Resolution 68-46

WHEREAS, the Rover Company Limited on June 25, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for the Land Rover $2\frac{1}{4}$ Litre Engine Series Vehicle; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion,

(2) retarded spark at idle,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to the Rover Company Limited with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with the following engine size (cubic inches): 139.5.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-48

WHEREAS, Toyota Motor Company on August 9, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

1. An engine-modification type system called "Toyota Improved Combustion System" with major elements:

   (1) leaner carburetion with throttle positioner,

   (2) retarded spark on deceleration,

   (3) speed detector,

   (4) speed marker,

   (5) vacuum switching valve,

   (6) recommended maintenance.

2. An air-injection type system called "Toyota Manifold Air Injection System" with major elements:

   (1) rotary-vane air pump,

   (2) air injection into each exhaust port,

   (3) carburetor and distributor modifications,

   (4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Toyota Motor Company with respect to 1969-model vehicles,6000 pounds or less gross vehicle weight, with the following engine sizes (cubic inches):65.8, 113.4, 115.8, 137.1, and 236.7.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-49

WHEREAS, Ford Motor Company on July 15, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for heavy-duty vehicles; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Ford Motor Company with respect to 1969-model vehicles greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 240, 300, 302, 330, 360, 361, 390, 391, 401, 477, and 534.

9-18-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-51

WHEREAS, International Harvester Company on July 15, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for heavy-duty vehicles; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1, and Sub-Chapter 2, Article 2;

NOW THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to International Harvester Company with respect to 1969-model vehicles, greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches); 196, 304, 308, 345, 392, 406, 450, 478, 501, and 549.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-52(amended)*

WHEREAS, General Motors Corporation on November 18, 1968, resubmitted an application and all test data for 1969 California certification of exhaust emission control systems used on Adam Opel and Vauxhall; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

An air-injection type system called "A.I.R." with major elements for (Opel and Vauxhall):

(1) rotary-vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

An engine modification system called "O.E.C.S." with major elements for (Opel):

(1) leaner carburetion

(2) retarded spark at idle

(3) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2:

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to General Motors Corporation with respect to 1969-model Adam Opel and Vauxhall vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): Opel: 65.8 and 115.8; Vauxhall: 70.7, 97.5, and 120.5.

*Amended to include the "O.E.C.S" system for Opel vehicles

11/22/68
m

State of California — Air Resources Board

M E M O R A N D U M — Date: November 22, 1968

To : Board Members

D. S. Adams	V. Orr
J. F. Boyle	L. F. Saylor
A. J. Haagen-Smit	W. R. Schmid
W. F. Libby	G. A. Shearin
R. Lyng	J. G. Stearns
J. G. Miles	H. Sullivan
Mrs. M. W. Moots	Mrs. H. Younglove

From : John A. Maga, Executive Officer

Subject: Resolution 68-52 (amended) Adam Opel and Vauxhall Certification

Enclosed is a copy of a staff report and proposed amended resolution of the Adam Opel and Vauxhall exhaust emission control systems. The amended resolution includes the "O.E.C.S." system for the Opel vehicles. Since General Motors hopes to begin sales of the Opel vehicle with this new system immediately, Dr. Haagen-Smit has asked me to circulate a mail ballot. Please indicate your vote and return it in the enclosed envelope.

Vote on Resolution 68-52 (amended) Yes_____ No_____

Signed:_____

State of California

AIR RESOURCES BOARD

Staff Report

1969 Exhaust Emission Control System Certification

Adam Opel and Vauxhall

November 1968

General Motors Corporation has submitted an amendment to its application for Opel and Vauxhall cars for approval of an additional exhaust control system. The application contained all the information required by the California Exhaust Emission Test Procedure of 1969 Light-Duty Vehicles.

Therefore, the applicant's two exhaust control systems are an engine-modification system and an air injection system.

Emission Data of Each Test Vehicle
Projected to 50,000 Miles

Manufacturer	Engine Size Cubic Inches	Exhaust System	Test Vehicle Number	Hydrocarbons, PPM Results	Hydrocarbons, PPM Standard	Carbon Monoxide, % Results	Carbon Monoxide, % Standard
Opel	65.8	A.I.R.	1425-106	268	410	1.3	2.3
	65.8	A.I.R.	1425-32	305	410	1.0	2.3
	65.8	O.E.C.S.	1425-49	342	410	0.7	2.3
	65.8	O.E.C.S.	1425-96	339	410	0.6	2.3
	65.8	O.E.C.S.	1425-107	295	410	1.4	2.3
	115.8	A.I.R.	1425-115	247	350	1.0	2.0
	115.8	A.I.R.	1425-108	223	350	1.0	2.0
	115.8	O.E.C.S.	1425-76	251	350	1.4	2.0
Vauxhall	70.7	A.I.R.	-	344	410	1.6	2.3
	97.5	A.I.R.	-	308	410	1.7	2.3
	120.5	A.I.R.	-	231	350	1.7	2.0

Each test vehicle in the certification fleet met the emission standard.

Based on the test data and other information submitted by General Motors Corporation, the staff finds that the Adam Opel and Vauxhall exhaust control systems meet California requirements for the 1969-model year. The staff, therefore, recommends adoption of Resolution 68-52 (amended).

11-22-68
jh

RESOLUTION 68-53

ORDER ADOPTING, AMENDING, OR REPEALING

REGULATIONS OF THE STATE AIR RESOURCES BOARD

After proceedings in accordance with the provisions of the Administrative Procedure Act (Gov't. Code, Title 2, Div. 3, Pt. 1, Ch.4.5) and pursuant to the authority vested by sections 39051 and 39083 and to implement, interpret and make specific Health and Safety Code sections 39081, 39083, and 39090 and Vehicle Code section 4000.1(c), the State Air Resources Board hereby repeals, amends, and adopts its regulations in Title 17 and Title 13, California Administrative Code, as follows:

Adopts new section 1940, 1941 and 2021, Title 13, California Administrative Code, to read:

1940. Exhaust Emissions (1966-1967 Model Vehicles). The State Air Resources Board finds compliance with the following standards for exhaust emissions to be necessary and technologically feasible for 1966 and 1967 model motor vehicles except those vehicles previously exempted by the State Motor Vehicle Pollution Control Board:

Hydrocarbons--275 parts per million by volume as hexane.

Carbon Monoxide--1.5 per cent by volume.

1941. Exhaust Emissions (1968 Model Vehicles). The State Air Resources Board finds compliance with the following standards for exhaust emissions to be necessary and technologically feasible for 1968 model vehicles except those vehicles previously exempted by the State Motor Vehicle Pollution Control Board:

(1) Vehicles with engine displacement of 50 to 100 cubic inches:

Hydrocarbons--410 parts per million by volume as hexane.

Carbon Monoxide--2.3 per cent by volume

(2) Vehicles with engine displacement of 101 to 140 cubic inches:

Hydrocarbons--350 parts per million by volume as hexane.

Carbon Monoxide--2.0 per cent by volume.

(3) Vehicles with engine displacement above 140 cubic inches:

Hydrocarbons--275 parts per million by volume as hexane.

Carbon Monoxide--1.5 per cent by volume

2021. Test Procedures. The test procedures for determining compliance with sections 1940 and 1941 are:

"California Test Procedure and Criteria for Motor Vehicle Exhaust Emission Control," dated September 13, 1967.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-54

WHEREAS, Citroen Cars Corporation, France, on August 12, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for Passenger Cars (Light-Duty Vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

Air injection type system with major elements:

(1) rotary-vane pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Citroen Cars Corporation, France, with respect to 1969-model vehicles with engine sizes (cubic inches): 121 and 132.

9/18/68
gv

State of California

AIR RESOURCES BOARD

SUMMARY
1969 Exhaust Control Certification Documents

American Motors Corporation
Passenger Cars (Light-Duty Vehicles)
August 1968

A. Introduction

On July 15, 1968, American Motors Corporation submitted complete documents for 1969 California certification of its exhaust control systems. The documents include 50,000-mile emission durability test data, and test data for each vehicle after 4,000 miles of operation.

B. The Exhaust Control Systems

The American Motors Corporation's two exhaust control systems comprise:

1. An engine-modification type system (for all 6 cylinder engines and 8 cylinder engines with automatic transmissions) with major elements:

   (1) leaner carburetion plus idle rich limiter,

   (2) retarded spark at idle,

   (3) deceleration control, dashpot type,

   (4) recommended maintenance.

2. An air-injection type system (for 8 cylinder engines with manual transmissions)with major elements:

   (1) rotary-vane air pump,

   (2) air injection into each exhaust port,

   (3) carburetor and distributor modifications,

   (4) recommended maintenance.

C. Test Procedures

Test procedures used were the "California Exhaust Emission Standard and Test Procedure for 1969-Model Passenger Cars (Light-Duty Vehicles)" adopted June 18, 1968. These procedures provided for the emission testing of two fleets of vehicles at the American Motors Corporation proving-grounds laboratories, which previously had been authorized by the Board as an approved laboratory.

One fleet was called the durability fleet and was composed of vehicles representing 70% of the manufacturer's annual sales of the particular models in California. The purpose of the emission testing of the durability fleet was to demonstrate the capability of the exhaust control system to control emissions for 100,000 miles. Assuming the emission deterioration of the exhaust control system is linear for 100,000 miles, emissions at 50,000 miles would represent the average emissions for the life of the vehicle. Therefore, the test procedure requires the durability fleet to be run for 50,000 miles with emission measurement at approximately each 4,000 miles. The 50,000 miles was accumulated on a route or cycle simulating metropolitan area operation. From the emission durability testing, a deterioration factor was determined.

The second fleet of vehicles was called the certification emission data fleet. The purpose of this fleet of vehicles is to determine the emissions of each engine size at a low-mileage or "new" condition. Since deposit formation on the combustion chambers increases hydrocarbon emissions in the first 4,000 miles of use, these certification emission vehicles were driven 4,000 miles in order for the deposits to become stabilized.

The certification vehicles of each engine size are representative of transmission and carburetor options.

D. Test Results

Four vehicles were run 50,000 miles to establish durability of the systems for 1968 certification. Eighteen vehicles with 1969-model systems of the same general types were run 4,000 miles to establish the emission data for certification of all the vehicles under 6,000 lb. gross vehicle weight marketed by the applicant in California. This number of test vehicles satisfies the requirements.

Emissions for each test engine were projected to 50,000 miles by deterioration factors, developed in the durability testing, 1.12 for hydrocarbons and 1.00 for carbon monoxide. Emission data are shown in Table I.

Table I

Data of Each Test Engine
Projected to 50,000 Miles

Engine Size Cubic Inches	Vehicle Number	Projected Emission Level at 50,000 Miles	
		Hydrocarbons, ppm	Carbon Monoxide, %
199	D70-9E	256	0.53
199	D70-10E	262	1.00
199	D70-11E	262	0.94
199	D70-12E	263	0.91
232	D70-13F	222	0.73
232	D71-4F	198	0.86
232	D71-5F	169	0.95
232	D78-7F	211	1.11
290	D70-19M	274	1.09
290	D75-13K	194	0.86
290	D75-14K	206	0.75
290	D75-19K	178	0.79
343	D75-19N	198	0.91
343	D78-20L	228	0.99
343	D78-22L	225	0.58
343	D78-26L	227	1.03
390	D78-33W	198	0.93
390	D70-23W	176	1.27

Table I is based on the data submitted for the fleet tested for the 1968-model certification. American Motors Corporation states that the 1969 product line will consist of the same engine, vehicle, transmission, exhaust control system and crankcase control system combinations as those certified and marketed in the 1968-model years.

Each engine tested in the entire certification fleet met the emission standards. These proving-ground data indicate that the system is capable of controlling the emissions of each engine for 100,000 miles.

"American Motors Corporation states that all of its model vehicles will comply with Part 1, Section B Standards: increase in emissions, unsafe conditions with respect to (a)(1) any toxic or noxious matter and (a)(2) any unsafe conditions endangering the motor vehicle, or its occupants, or persons or property in close proximity to the vehicle. This statement applies to vehicles equipped with "Engine-Mod" and "Air-Guard" exhaust control systems."

For 1969-model vehicles, the exhaust control systems are supplied on vehicles nation-wide. Therefore, there is no basis of comparison between controlled and uncontrolled engines for increase of oxides of nitrogen. The Legislature has now passed oxides of nitrogen standards which will become effective on 1971-model vehicles.

E. Staff Recommendations

Based on the test data and other information submitted by the applicant, the staff finds that the American Motors Corporation exhaust control systems meet California requirements for the 1969-model year. The staff, therefore, recommends adoption of Resolution 68-55.

State of California

AIR RESOURCES BOARD

Resolution 68-55

WHEREAS, American Motors Corporation on July 15, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems for light-duty vehicles; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

I. Engine modification-type system (for all 6 cyl. engines and 8 cyl. engines with automatic transmissions) with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(e) deceleration control, dashpot type,

(4) recommended maintenance.

II. Air-injection system (for 8 cyl. engines with manual transmissions) with major elements:

(1) rotary-vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to American Motors Corporation with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 199, 232, 290, 343, 390.

9-18-68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-56

WHEREAS, General Motors Corporation on August 16, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems for heavy-duty vehicles; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

1. An engine-modification type system called "C.C.S." with major elements:

   (1) leaner carburetion plus idle rich limiter,

   (2) retarded spark at idle,

   (3) recommended maintenance.

2. An air-injection type system called "A.I.R." with major elements:

   (1) rotary-vane air pump,

   (2) air injection into each exhaust port,

   (3) carburetor and distributor modifications,

   (4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to General Motors Corporation with respect to 1969-model vehicles, greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches):

230, 250, 292, 305, 307, 350, 351, 366, 396, 401, 427, 478, 637

9/18/68
jh

State of California

AIR RESOURCES BOARD

SUMMARY
1969 Exhaust Control Certification Documents

Regie Nationale des Usines Renault, France
Passenger Cars (Light-Duty Vehicles)
August 1968

A. Introduction

On August 12, 1968, Regie National des Usines Renault, France, submitted complete documents for 1969 California certification of its exhaust control system. The documents include 50,000-mile emission durability test data, and test data for each engine after 4,000 miles of operation.

B. The Exhaust Control System

The Renault's "Dual Carburetion System" exhaust control system is an engine modification type system with major elements:

(1) dual-throat carburetor,

(2) leaner carburetor calibration including idle,

(3) retarded spark at idle,

(4) deceleration throttle positioner,

(5) piston modification,

(6) recommended maintenance.

C. Test Procedures

Test procedures used were the "California Exhaust Emission Standard and Test Procedures for 1969-Model Passenger Cars (Light-Duty Vehicles)" adopted June 18, 1968. These procedures provided for the emission testing of two fleets of vehicles at the Union Technique de l' Automobile, Paris, France, which previously had been authorized by the Board as an approved laboratory.

One fleet was called the durability fleet and was composed of vehicles representing 50% of the manufacturer's annual sales of the particular models in California. The purpose of the emission testing of the durability fleet was to demonstrate the capability of the exhaust control system to control emissions for 100,000 miles. Assuming the emission deterioration of the exhaust control system is linear for 100,000 miles, emissions at 50,000 miles would represent the average emissions for the life of the vehicle. Therefore, the test procedure requires the durability fleet to be run for 50,000 miles or 1,500 hours with emission measurement at approximately each 4,000 miles. The 50,000 miles was accumulated on a route or cycle simulating metropolitan area operation. From the emission durability testing, a deterioration factor was determined.

The second fleet of vehicles was called the certification emission data fleet. The purpose of this fleet of vehicles is to determine the emissions of each engine size at a low-mileage or "new" condition. Since deposit formation on the combustion chambers increases hydrocarbons emissions in the first 4,000 miles of use, these certification emission vehicles were driven 4,000 miles or 125 hours in order for the deposits to become stabilized.

The certification vehicles of each engine size are representative of transmission and carburetor options.

D. Test Results

One vehicle was run 50,000 miles to establish durability of the system. Two engines were run 4,000 miles to establish the emission data for certification of all the vehicles under 6,000 lb. gross vehicle weight marketed by the applicant in California. This number of test vehicles has been agreed to by the Air Resources Board as satisfying the requirement.

Renault states conformity with Section B, (a) (1) and Section B, (a) (2).

> "We, Regie Nationale des Usines Renault, state that based on information and data obtained from testing, both in the laboratory and on the road, the Regie Nationale des Usines Renault represents that vehicles equipped with the "Dual Carburetion System" (DCS) comply with the requirements.....
> .....:
>
> 1 - The system when properly installed on the engine, does not cause the emission into the ambient air of any noxious or toxic matter that is not emitted in the operation of the engine without the system.
>
> 2 - The system does not in its operation or function, or malfunction, result in any unsafe condition endangering the motor vehicle, or its occupants, or persons or property in close proximity to the vehicle."

Emissions for each test engine were projected to 50,000 miles by the deterioration factors, developed in the durability testing, of 1.00 for hydrocarbons and 1.00 for carbon monoxide. Emission data are shown in Table I.

Table I

Emission Data of Each Test Engine
Projected to 50,000 Miles

Engine Size Cubic Inches	Vehicle Number	Hydrocarbons, PPM		Carbon Monoxide, %	
		Results	Standards	Results	Standards
67.61	6970044	339	410	1.59	2.3
67.61	6648855	323	410	1.72	2.3

Each engine tested in the entire certification fleet met the emission standards. These proving-ground data indicate that the system is capable of controlling the emissions of each engine for 100,000 miles.

For 1969-model vehicles, the exhaust control systems are supplied on a nation-wide basis. Therefore, there is no basis of comparison between controlled and uncontrolled engines for increase of oxides of nitrogen. The Legislature has now passed oxides of nitrogen standards which will become effective on 1971-model vehicles.

E. Staff Recommendations

Based on the test data and other information submitted by the applicant, the staff finds that the Regie Nationale des Usines Renault, France exhaust control system for Passenger Cars (Light-Duty Vehicles) meets California requirements for the 1969-model year. The staff, therefore, recommends adoption of Resolution 68-57.

State of California

AIR RESOURCES BOARD

Resolution 68-57

WHEREAS, Régie Nationale des Usines Renault, France, on August 12, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for Passenger Cars (Light-Duty Vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

"Dual Carburetion System" with major elements:

(1) dual-throat carburetor,

(2) leaner carburetor calibration including idle,

(3) retarded spark at idle,

(4) deceleration throttle positioner,

(5) piston modification,

(6) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Regie Nationale des Usines Renault, France, with respect to 1969-model vehicles only, with an engine size (cubic inches) of 67.61.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-58

WHEREAS, Assembly Bill 690 recently passed by the Legislature adds Section 39083.5 (b) to the Health and Safety Code as follows:

> "The Board shall adopt standards for exhaust emissions for such motor vehicles and engines, and shall select exhaust control devices which comply with such standards and which are technologically feasible. Exhaust emissions from such motor vehicles and engines shall be at substantially the following levels or as near thereto as it is technologically feasible to attain:
>
> (1) Hydrocarbons - 1 gram per vehicle-mile
>
> (2) Carbon monoxide - 15 grams per vehicle-mile
>
> (3) Oxides of nitrogen - 1.5 grams per vehicle-mile"

NOW, THEREFORE, BE IT RESOLVED that the Air Resources Board hereby directs the Executive Officer to use the above standards in implementing the provisions of AB 690.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-59

WHEREAS, The British Motor Corporation, Limited, England, on August 20, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

"E.P.A.I." exhaust control system with major elements:

(1) rotary vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) deceleration control, vacuum limiter type,

(5) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to The British Motor Corporation, Limited, England, with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 77.9, 109.8, 177.8.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-61

WHEREAS, Nissan Motor Company, Ltd., Japan on August 20, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems for passenger cars; and

WHEREAS, the applicant's exhaust control systems are described as follows:

A. Air-injection system with major elements:

(1) rotary-vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

B. Fuel-shutoff system (for pickup truck) with major elements:

(1) fuel-shutoff for deceleration control,

(2) leaner carburetion plus idle rich limiter,

(3) retarded spark at idle,

(4) recommended maintenance.

C. Engine modification-type system (for 4-wheel drive) with major elements:

(1) deceleration control, spark advance type, plus dashpot,

(2) leaner carburetion plus idle rich limiter,

(3) retarded spark at idle,

(4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Nissan Motor Company, Ltd., Japan, with respect to the 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 79.3, 97.3, 97.4, 120.9 and 240.9.

9/18/68
en

State of California

AIR RESOURCES BOARD

Resolution 68-62 (Amended)

WHEREAS, International Harvester Company on August 22, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system; and a supplementary application on October 4, 1968 for an additional system; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(3) recommended maintenance.

Air Injection system with major elements:

(1) rotary-vane air pump

(2) air injection into each exhaust port

(3) carburetor and distributor modification

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2:

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to International Harvester Company with respect to 1969-model vehicles 6,000 pounds and less gross vehicle weight, with engines of the following sizes (cubic inches): 152, 196, 232, 241, 265, 266, 304, 345, and 392.

gv

State of California

AIR RESOURCES BOARD

Resolution 68-63

WHEREAS, Volkswagen of America on August 30, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

1. Engine-modification system with major elements:

   (1) Throttle positioner for deceleration control

   (2) Leaner carburetion plus idle rich limiter

   (3) Retarded spark at idle

   (4) Recommended maintenance

2. Fuel-injection system with major elements:

   (1) Fuel injection with deceleration fuel shutoff

   (2) Retarded spark at idle

   (3) Recommended maintenance

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2:

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Volkswagen of America, Inc. with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 91.10 and 96.66.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-64

WHEREAS, Alfa Romeo, Incorporated on September 3, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles);and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) Fuel injection (with deceleration fuel shutoff)

(2) Distributor modification

(3) Recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Alfa Romeo, Incorporated, with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with an engine size of 108.6 cubic inches.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-65

WHEREAS, Checker Motors Corporation on September 4, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems for heavy-duty vehicles; and

WHEREAS, the applicant's exhaust control systems are described as follows:

An air-injection type system called "A.I.R." with major elements:

(1) rotary-vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Checker Motors Corporation with respect to 1969-model vehicles, greater than 6,000 pounds gross vehicle weight, for a 350 cubic inch size engine.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-66

WHEREAS, the Legislature has appropriated the sum of $200,000 to implement a state-wide one year exhaust control device testing program as described in Section 39083.5 of the Health and Safety Code,

NOW THEREFORE, BE IT RESOLVED, That this Board authorizes the Board Chairman to execute contracts with qualified firms or individuals for the purchase, installation, and supervision of control systems to be installed on State-owned vehicles; the aggregate amount of such contracts not to exceed $200,000.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution No. 68-68

WHEREAS, the Air Resources Board has received a Federal grant to demonstrate the feasibility of exhaust gas recirculation as a means of controlling oxides of nitrogen; and

WHEREAS, the State Department of General Services can make available 120 state-owned vehicles for testing an exhaust gas recirculation system provided that the Air Resources Board agrees to reimburse the Department of General Services for the cost of repair of any vehicle which is damaged as a result of the installation and operation of the exhaust gas recirculation system; and

WHEREAS, the above mentioned Federal grant includes $5,000 for repairs to test cars;

NOW THEREFORE BE IT RESOLVED, That this Board authorizes the Executive Officer to execute an interagency agreement with the Department of General Services for the use of 120 state-owned vehicles with the stipulation that the Air Resources Board agrees to pay for the cost of repair to any vehicle which is damaged as a result of the installation or operation of an oxides of nitrogen exhaust control system.

jh
9/18/68

State of California

Air Resources Board

Resolution 68-69

WHEREAS, Mr. Alvin W. Evans, President, Azure Blue Corporation, 4501 Winding Way, Sacramento, California 95841, has applied for a permit for the testing of an experimental motor pollution control device installed in a motor vehicle, and

WHEREAS, Section 39084 of the Health and Safety Code authorizes the Board to issue such permits, and

WHEREAS, the Board is satisfied that the proposed experimentation will contribute to the development of control technology,

NOW, THEREFORE, BE IT RESOLVED, Mr. Alvin W. Evans is hereby granted a permit for testing an experimental control device installed in a 1967 Cadillac Coupe De Ville, California License No. UMP-050, for a period of one year from this date.

9/18/68
jh

State of California

AIR RESOURCES BOARD

Resolution 68-70 (Amended*)

WHEREAS, Checker Motors Corporation on July 29, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

1. An engine-modification type system called "C.C.S." with major elements:

   (1) leaner carburetion plus idle rich limiter,

   (2) retarded spark at idle,

   (3) recommended maintenance.

2. An air-injection type system called "A.I.R." with major elements:

   (1) rotary-vane air pump,

   (2) air injection into each exhaust port,

   (3) carburetor and distributor modifications,

   (4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Checker Motors Corporation with respect to 1969-model vehicles 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 250, 327 and 350.

* Amended to include the 327 cubic inch size engine.

State of California

AIR RESOURCES BOARD

Resolution 68-71

WHEREAS, Dr. Ing. Porsche KG on September 12, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

I. Engine-modification system with major elements:

(a) Throttle positioner for deceleration control,

(b) Leaner carburetion,

(c) Retarded spark at idle,

(d) Recommended maintenance.

II. Fuel-injection system with major elements:

(a) Fuel-injection with deceleration fuel shutoff,

(b) Retarded spark at idle,

(c) Recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2:

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Dr. Ing. Porsche KG. with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 96.5 and 121.5.

9/18/68
en

State of California

AIR RESOURCES BOARD

Resolution 68-72

WHEREAS, the law offices of Mori and Katayama, 250 East First Street, Los Angeles 90012, have applied for a permit for the testing of an experimental pollution control device installed in a motor vehicle; and

WHEREAS, Section 39084 of the Health and Safety Code authorizes the Board to issue such permits; and

WHEREAS, the Board is satisfied that the proposed experimentation will contribute to the development of control technology;

NOW, THEREFORE, BE IT RESOLVED, Mori and Katayama are hereby granted a permit for testing an experimental control device installed in a 1968 Colt vehicle, identification number A 23 L K 5200001 for a period of one year from this date.

9/18/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-73

WHEREAS, the Bayerische Motoren Werke A.G., September 17, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as the Manairox System with major elements:

(1) rotary vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the power and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to the Bayerische Motoren Werke, A.F. with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 96 and 121.

9/18/68
m

State of California

AIR RESOURCES BOARD

Resolution 68-74

WHEREAS, The Peugeot, Inc., September 18, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as the Copploair System with major elements:

(1) deceleration control, vacuum limiter type,

(2) leaner carburetion, plus idle rich limiter,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the power and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to the Peugeot, Inc., with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with an engine of the following size (cubic inches): 98.8.

9/18/68

State of California

AIR RESOURCES BOARD

Resolution 68-75

WHEREAS, Shelby Automotive Co., Inc. on September 13, 1968, submitted an application and all test data for 1969 California certification of exhaust emission control systems; and

WHEREAS, the applicant's two exhaust control systems are described as follows:

1. An engine-modification type system called "IMCO" with major elements

   (1) leaner carburetion plus idle rich limiter,

   (2) retarded spark at idle,

   (3) recommended maintenance.

2. An air-injection type system called "Thermactor" with major elements

   (1) rotary-vane air pump,

   (2) air injection into each exhaust port,

   (3) carburetor and distributor modifications,

   (4) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Shelby Automotive Co., Inc. with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 351, 428.

m

State of California

AIR RESOURCES BOARD

Resolution 68-76

WHEREAS, The Standard-Triumph Company, Limited, England, on September 23, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

"Triumph Exhaust Emission Control System" with major elements:

(1) leaner carburetion,

(2) retarded spark at idle,

(3) deceleration control, vacuum limiter type,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to The Standard-Triumph Company, Limited, England, with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 79, 122, 152.

m

State of California

AIR RESOURCES BOARD

Staff Report

1969 Exhaust Emission Control System Certification
The Rover Company, Limited

October 1968

Rover Company, Limited, has submitted an application containing all of the information required by the California Exhaust Emission Test Procedure for 1969 Model Passenger Cars.

The applicant's exhaust control system is an engine modification system.

Emission Data of Each Test Vehicle
Projected to 50,000 Miles

Engine Size Cubic Inches	Test Car Number	Projected Emissions at 50,000 Miles			
		Hydrocarbons, PPM		Carbon Monoxide, %	
		Test	Standard	Test	Standard
120.8	169JWO	279	350	1.7	2.0
120.8	KXC2160	263	350	1.5	2.0

Each test vehicle in the certification fleet met the emission standard.

Based on the test data and other information submitted by the applicant, the staff finds that the Rover Company exhaust control system meets California requirements for the 1969-model year. The staff, therefore, recommends adoption of Resolution 68-77

m

State of California

AIR RESOURCES BOARD

Resolution 68-77

WHEREAS, The Rover Company, Limited, England, on September 24, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is an engine modification system with major elements:

(1) leaner carburetion, plus idle rich limiter,

(2) retarded spark at idle,

(3) fuel deflector between carburetor and intake manifold,

(4) deceleration control, vacuum limiter type, plus dashpot, on manual transmission cars,

(5) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to The Rover Company, Limited, England, with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with an engine of the following size (cubic inches): 120.8.

m

State of California

AIR RESOURCES BOARD

Resolution 68-78

WHEREAS, the Fiat, S.P.A., September 30, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is an engine modification system with major elements;

(1) dual-throat carburetor,

(2) leaner carburetor calibration including idle,

(3) retarded spark at idle,

(4) deceleration throttle positioner,

(5) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the power and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to the Fiat, S.P.A., with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with engines of the following sizes (cubic inches): 73, 87.8.

gv

State of California

AIR RESOURCES BOARD

Staff Report

1969 Exhaust Emission Control System Certification
Rolls-Royce Limited
October, 1968

Rolls-Royce Limited, has submitted an application containing all of the information required by the California Exhaust Emission Test Procedure for 1969 Model Passenger Cars.

The applicant's exhaust control system is an air injection system.

Emission Data of Each Test Engine
Projected to 50,000 Miles

Engine Size Cubic Inches	Test Engine Number	Projected Emissions at 50,000 Miles			
		Hydrocarbons, PPM		Carbon Monoxide, %	
		Test	Standard	Test	Standard
380.2	L42	187	275	0.9	1.5
	L44	131		1.0	
	L45	203		1.0	
	L46	122		1.3	

Each test vehicle in the certification fleet met the emission standard.

Based on the test data and other information submitted by the applicant, the staff finds that Rolls-Royce Limited exhaust control system meets California requirements for the 1969-model year. The staff, therefore, recommends adoption of Resolution 68-79.

jh

State of California

AIR RESOURCES BOARD

Resolution 68-79

WHEREAS, Rolls-Royce Limited, on October 1, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

(1) rotary vane air pump,

(2) air injection into each exhaust port,

(3) carburetor and distributor modifications,

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Rolls-Royce Limited, with respect to 1969-model vehicles, 6000 pounds or less gross vehicle weight, with an engine size of 380.2 cubic inches.

jh

AIR RESOURCES BOARD

Staff Report

1969 Exhaust Emission Control System Certification
Rootes Motors Limited
October, 1968

Rootes Motors Limited, has submitted an application containing all of the information required by the California Exhaust Emission Test Procedure for 1969 Model Passenger Cars.

The applicant's exhaust control system is an engine modification system.

Emission Data of Each Test Vehicle
Projected to 50,000 Miles

Engine Size Cubic Inches	Test Car Number	Projected Emissions at 50,000 Miles			
		Hydrocarbons, PPM		Carbon Monoxide, %	
		Test	Standard	Test	Standard
105	HAR 170	230	350	0.9	2.0
	HAR 171	252		1.5	
	HAR 172	202		.6	
	R 9	303		1.6	
	R 10	268		1.8	
	R 14	236		1.9	

Each test vehicle in the certification fleet met the emission standard.

Based on the test data and other information submitted by the applicant, the staff finds that the Rootes Motors Limited exhaust control system meets California requirements for the 1969-model year. The staff, therefore, recommends adoption of Resolution 68-80.

jh

State of California

AIR RESOURCES BOARD

Resolution 68-80

WHEREAS, Rootes Motors Limited, on October 1, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

(1) leaner carburetion

(2) retarded spark at idle

(3) deceleration control, throttle bypass valve

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Rootes Motors Limited, with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with an engine size of 105 cubic inches.

State of California

AIR RESOURCES BOARD

Resolution 68-81

WHEREAS, Jaguar Cars Limited on October 2, 1968 submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) dual intake manifold

(2) leaner carburetion

(3) distributor modifications

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Jaguar Cars Limited with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with an engine size of 258.4 cubic inches.

m

State of California

AIR RESOURCES BOARD

Resolution 68-82

WHEREAS, Pacific Lighting Service and Supply Company, 720 West Eight Street, Los Angeles 90054 has received a permit for the testing of an experimental pollution control device on two motor vehicles; and

WHEREAS, Pacific lighting now has applied for permits to expand their testing to twenty vehicles; and

WHEREAS, Section 39181 of the Health and Safety Code authorizes the Board to issue such permits;

NOW, THEREFORE, BE IT RESOLVED, Pacific Lighting Service and Supply Company is hereby granted a permit for testing an experimental control device installed on twenty vehicles, for a period of one year from this date.

11/20/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-83

WHEREAS, SAAB AKTIEBOLAG, October 7, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is an engine modification system with major elements;

(1) leaner carburetion,

(2) retarded spark at idle,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the power and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to SAAB AKTIEBOLAG, with respect to 1969-model vehicles, 6,000 pounds or less gross vehicle weight, with an engine size of 91.4 cubic inches.

gv

State of California

AIR RESOURCES BOARD

Resolution 68-84

WHEREAS, Section 39126 of the Health and Safety Code provides that the Board may exempt classifications of motor vehicles for which certified devices are not available; and

WHEREAS, the Department of Motor Vehicles has requested clarification as to what classifications of vehicles are not required to have exhaust control systems; and

WHEREAS, the Board has not certified devices for certain classifications of motor vehicles;

NOW, THEREFORE, BE IT RESOLVED, That

The Executive Officer be directed to notify the Department of Motor Vehicles and the Highway Patrol that in addition to any vehicle exempted by law that certified devices are not available for the following classifications of vehicles and therefore, such vehicles are not required to have exhaust control devices:

1. Commercial vehicles in excess of 6,000 pounds gross vehicle weight powered by engines manufactured before January 1, 1969.

2. House cars over 6000 pounds gross vehicle weight powered by engines manufactured before January 1, 1969

3. 1969-model commercial vehicles and house cars in excess of 6,000 pounds gross vehicle weight first sold and registered outside the State of California.

4. 1966 and 1967-model vehicles first sold and registered outside the State of California.

5. 1966 and 1967-model foreign made vehicles.

6. 1968 and subsequent model vehicles first sold and registered outside the United States.

11/20/68
gv

State of California

AIR RESOURCES BOARD

Staff Report

1969 Exhaust Emission Control System Certification
Societe Des Automobiles Simca

October 1968

Societe Des Automobiles Simca has submitted an application containing all of the information required by the California Exhaust Emission Test Procedure for 1969 Model Passenger Cars.

The applicant's exhaust control system is engine modification.

Emission Data of Each Test Vehicle
Projected to 50,000 Miles

Engine Size Cubic Inches	Vehicle No.	Projected Emission Level at 50,000 Miles			
		Hydrocarbons, ppm		Carbon Monoxide,%	
		Test	Standard	Test	Standard
68	014	394	410	.85	2.3
68	015	390	410	1.15	2.3
73	186	364	410	.95	2.3
73	188	388	410	1.25	2.3

Each test vehicle in the certification fleet met the emission standard.

Based on the test data and other information submitted by the applicant, the staff finds that the Simca exhaust control system meets California requirements for the 1969-model year. The staff, therefore, recommends adoption of Resolution 68-85.

m

State of California

AIR RESOURCES BOARD

Resolution 68-85

WHEARAS, Societe Des Automobiles Simca on October 30, 1968 submitted an application and all test data for 1969 California certification of and exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion

(2) distributor modifications

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFOFE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Societe Des Automobiles Simca with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with engine sizes of 68 and 73 cubic inches.

m

State of California

AIR RESOURCES BOARD

Resolution 68-86

WHEREAS, The Legislature has appropriated the sum of $200,000 to implement an exhaust control device testing program, per AB 690, to establish, among other things, that low emission devices are feasible;

NOW THEREFORE, BE IT RESOLVED, that this Board authorizes the Chairman to execute contracts with Chromalloy-American Corporation, G. W. Cornelius, and the University of California (R. D. Kopa), for purchase and installation of control systems to be installed on State-owned vehicles; the aggregate amount of such contracts not to exceed $200,000.

11/20/68

State of California

AIR RESOURCES BOARD

Resolution 68-87

WHEREAS, the "Pure Air Act of 1968" (Health and Safety Code, Chapter 4, Division 26) has found certain emission standards for new vehicles to be technologically feasible; and

WHEREAS, Section 39052(k) of the Health and Safety Code requires the Air Resources Board to adopt test procedures, within 45 days of the effective date of the Act, specifying the manner in which new vehicles shall be approved; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Pt. 1, Ch. 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Amends Article 2, Section 2109 to read:

2109. Test Procedures.

(a) The test procedures for determining compliance with exhaust emission standards specified in Section 39101 of the Health and Safety Code are:

"California Exhaust Emission Standards and Test Procedures for 1970-Model Gasoline-Powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

(b) The test procedures for determining compliance with exhaust emissions standards specified in Section 39101.5, 39102, and 39102.5 of the Health and Safety Code are:

"California Exhaust Emission Standards and Test Procedures for 1971 and Subsequent Model Gasoline Powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

(c) The test procedures for determining compliance with Sections 39104 and 39105 of the Health and Safety Code are:

"California Exhaust Emission Standards and Test Procedures for 1970 and Subsequent Model Year Gasoline-Powered Motor Vehicles Over 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

State of California

AIR RESOURCES BOARD

Resolution 68-88

WHEREAS, the "Pure Air Act of 1968" (Health and Safety Code, Chapter 4, Division 26) has found certain emission standards for new vehicles to be technologically feasible; and

WHEREAS, Section 39052 (k) of the Health and Safety Code requires the Air Resources Board to adopt test procedures, within 45 days of the effective date of the Act, specifying the manner in which new vehicles shall be approved; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Pt.1, Ch. 4.5):

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Adopts new Article 3, Section 2208 to read:

2208. Test Procedures. The test procedures for determining compliance with the exhaust emission standards in Section 39101.5, 39102, and 39102.5 of the Health and Safety Code are:

(a) "California Exhaust Emission Standards and Test Procedures for 1971 and Subsequent Model Gasoline-Powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

11/20/68

State of California

AIR RESOURCES BOARD

Resolution 68-89

WHEREAS, the "Pure Air Act of 1968" (Health and Safety Code Chapter 4, Division 26) has found certain emission standards for new vehicles to be technologically feasible; and

WHEREAS, Section 39052(k) of the Health and Safety Code requires the Air Resources Board to adopt test procedures within 45 days of the effective date of the Act, specifying the manner in which new vehicles shall be approved; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Pt. 1, Ch. 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Amends Article 6, Section 2508 to read:

2508: Test Procedures. The test procedures for determining compliance with the fuel evaporative losses specified in Section 39106 of the Health and Safety Code are:

(a) "California Fuel Evaporative Emission Standards and Test Procedures for 1970 and Subsequent Model Gasoline-Powered Motor Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

11/20/68

State of California

AIR RESOURCES BOARD

Resolution 68-90

WHEREAS, the Pure Air Act of 1968 (Assembly Bill 357) Chapter 4, Division 26, Health and Safety Code enables the Air Resources Board to adopt and implement motor vehicle emission standards which the Board has found to be necessary and technologically feasible; and

WHEREAS, standards are specified in the Act for fuel evaporative emissions on 1970 model vehicles under 6,001 pounds gorss vehicle weight and for oxides of nitrogen exhaust emissions on 1971 model vehicles under 6,001 pounds gross vehicle weight; and

WHEREAS, the Air Resources Bpard has published proposed standards and test procedures for fuel evaporative emissions on 1971 model vehicles over 6,000 pounds gross vehicle weight and for oxides of nitrogen exhaust emissions on 1972 model vehicles over 6,000 pounds gross vehicle weight; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedures Act (Government Code, Title 2, Division 3, Part 1, Chapter 4.5).

NOW, THEREFORE, BE IT RESOLVED: that the Air Resources Board finds the above referenced published standards and test procedures to be necessary and technologically feasible; and

BE IT RESOLVED, that the Air Resources Board hereby repeals, amends, and adopts its regulations, Title 13, Chapter 3, Subchapter 2 California Administrative Code as follows:

1. Adds (d) to Article 2, Section 2109 to read:

   2109. Test Procedures. The test procedures for determining compliance with the standards and criteria are:

   (d) "California Exhaust Emission Standards and Test Procedures for 1972-Model Gasoline-Powered Motor Vehicles Over 6000 Pounds Gross Vehicle Weight" dated November 20, 1968

2. Adds (6) to Article 3, Section 2208 to read:

   2208. Test Procedures. The test procedures for determining compliance with the standards and criteria are:

   (b) "California Exhaust Emission Standards and Test Procedures for 1972-Model Gasoline-Powered Motor Vehicles Over 6000 Pounds Gross Vehicle Weight" dated November 20, 1968.

3. Adds (b) to Article 6, Section 2508 to read:

   2508. Test Procedures. The test procedures for determining compliance with the standards and criteria are:

   (b) "California Fuel Evaporative Emission Standards and Test Procedures for 1971 Model Vehicles Over 6000 Pounds Gross Vehicle Weight " dated November 20, 1968.

State of California

AIR RESOURCES BOARD

Resolution 68-91

WHEREAS, Section 39107 of the Health and Safety Code designates emission standards to be used for exhaust emission devices to be accredited; and

WHEREAS, Section 39052(1) of the Health and Safety Code requires the Air Resources Board to adopt test procedures, specifying the manner in which used vehicles shall be accredited; and

WHEREAS, a public hearing and other proceedings have been held in accordance with the provisions of the Administrative Procedure Act (Government Code, Title 2, Division 3, Pt. 1, Ch. 4.5);

NOW, THEREFORE, BE IT RESOLVED, that the Air Resources Board hereby repeals, amends and adopts its regulations, Title 13, Chapter 3, Subchapter 2, California Administrative Code, as follows:

1. Adds (e) to Article 2, Section 2109 to read:

2109. Test Procedures. The test procedures for determining compliance with the exhaust emission specified in Section 39107 of the Health and Safety Code.

(e) "California Exhaust Emission Standards and Test Procedures for Used Vehicles Under 6,001 Pounds Gross Vehicle Weight" dated November 20, 1968.

11/20/68

State of California

AIR RESOURCES BOARD

Resolution 68-92

WHEREAS, Clark Equipment Company has submitted an application and all test data for 1969 California approval of an exhaust emission control system for heavy-duty vehicles; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) retarded spark at idle,

(3) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a resolution of approval to Clark Equipment Company with respect to 1969-model vehicles greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 240, 300 and 302.

11/20/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-93

WHEREAS, White Motor Company on November 3, 1968, submitted an application and all test data for 1969 California certification of an exhaust emission control system for heavy-duty vehicles; and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) leaner carburetion plus idle rich limiter,

(2) third main jet adjusted and sealed at factory,

(3) distributor modification with calibration curve developed for emission control

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to White Motor Company with respect to 1969-model vehicles greater than 6,000 pounds gross vehicle weight, with engines of the following sizes (cubic inches): 292, 331, 362 and 400.

11/20/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-94

WHEREAS, Continental Motors Corporation on November 12, 1968, submitted an application and all test data for California certification of an exhaust emission control system for portable and mobile internal combustion engines (fork lifts) used inside buildings; and

WHEREAS, the applicant's exhaust control system is described as an engine-modification type system with major elements:

(1) leaner carburetor incorporating an idle rich limiter,

(2) recommended maintenance.

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2 Article 5;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Continental Motors Corporation with respect to its exhaust control system for portable and mobile internal combustion engines of the following sizes (cubic inches): 162.

11/20/68
gv

State of California

AIR RESOURCES BOARD

Resolution 68-95

WHEREAS, Bill AB 357 provides no requirement for accreditation of laboratories to test for compliance with California emission standards; and

WHEREAS, there is no present need for a list of "approved" laboratories, and because development of such list, to be significant and not misleading, requires expensive surveillance, cross-testing, and periodic review and testing, which initial and "upkeep" expense is burdensome and not within ARB existing laboratory or budgetary capability; and

WHEREAS, major reliance is today placed on manufacturers' tests with appropriate check tests made by or for the Board; and

WHEREAS, if the need arises in future, specific or complete tests can be contracted to commercial laboratories on presentation of evidence of competence; and

WHEREAS, certain commercial laboratories have had "approved" status granted under a previous regulation, to the potential detriment of competing laboratories;

BE IT RESOLVED, that the policy of formal laboratory authorization or approval be discontinued, and all previous approvals or accreditations be cancelled.

jve

State of California

AIR RESOURCES BOARD

Resolution 68-96

WHEREAS, Lotus Cars Limited has submitted an application and all test data for 1969 California certification of an exhaust emission control system for passenger cars (light-duty vehicles); and

WHEREAS, the applicant's exhaust control system is described as follows:

Engine-modification type system with major elements:

(1) dual intake manifold

(2) leaner carburetion

(3) distributor modifications

(4) recommended maintenance.

WHEREAS, the Board finds that the system complies with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 2;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Lotus Cars Limited with respect to 1969-model vehicles less than 6,000 pounds gross vehicle weight, with an engine size of 95.2 cubic inches.

gv

State of California

AIR RESOURCES BOARD

Resolution 68-97

WHEREAS, Marvel Schebler Division of Borg-Warner Corporation on December 12, 1968, submitted an application and all test data for California certification of an exhaust emission control system for portable and mobile internal combustion engines (fork lifts) used inside buildings; and

WHEREAS, the applicant's exhaust control system is described as an LPG (liquified propane gas) fuel system under the Century trade name with major elements:

(1) carburetor and regulator using liquified propane gas

(2) recommended maintenance

WHEREAS, the Board finds that the systems comply with the California Administrative Code, Title 13, Chapter 3, Sub-Chapter 1 and Sub-Chapter 2, Article 5;

NOW, THEREFORE, BE IT RESOLVED, That this Board

Under the powers and authority granted in Chapter 4, commencing at Section 39080, Division 26 of the Health and Safety Code,

Issue a certificate of approval to Borg-Warner Corporation with respect to its exhaust control system for new and used portable and mobile internal combustion engines of size classifications (a3), (b) and (c) of the referenced Administrative Code Article.

12/13/68
m