

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-3-40
Relating to Certification of New Motor Vehicles

DAIMLER-BENZ AKTIENGESELLSCHAFT

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Sections 43100, 43102, 43103, and 43835; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Orders G-45-3 and G-45-4;

IT IS ORDERED AND RESOLVED: That Daimler-Benz Aktiengesellschaft exhaust emission control systems are certified as described below for 1981 model-year gasoline-powered passenger cars.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
BMB3.8V6FB4	234 (3.8)	Air Injection-Pump Three Way Catalyst with Closed Loop (Mechanical Fuel Injection)

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the certification emission values to be listed on the window decal required by California Assembly-Line Test Procedures for 1981 model-year vehicles:

<u>Engine Family</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
BMB3.8V6FB4	0.23	1.4	0.1

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Gasoline-Powered Motor Vehicles".

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" (Title 13, California Administrative Code, Section 2290) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That Daimler-Benz Aktiengesellschaft has provided to the Executive Officer all material required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2036).

Vehicles certified under this Executive Order must conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 31st day of October, 1980.


K. D. Drachand, Chief
Mobile Source Control Division

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Engine Family BMB 3.8V 6FB4 Evaporative Family BMB V6.202

ABBREVIATIONS Engine CID (Liters) 234 (3.8)

Ignition System

CA-Centrifugal Advance
 EEC-Electronic Engine Control
 EI-Electronic Ignition
 ESAC-Electronic Spark Advance Control
 VA-Vacuum Advance
 VR-Vacuum Retard

Exhaust Emissions Control System

AIP-Air Injection-Pump
 AIV-Air Injection-Valve
 CL-Closed Loop
 EGR-Exhaust Gas Recirculation
 EM-Engine Modification
 OC-Oxidation Catalyst System
 TR-Thermal Reactor
 TWC-Three Way Catalyst System

Special Features

CCV-Combustion Chamber Valve
 CFI-Central Fuel Injection
 DI-Diesel Injection
 EFI-Electronic Fuel Injection
 MFI-Mechanical Fuel Injection
 TC-Turbocharged

Fuel System

CFI, DI, EFI, MFI
 nV-nVenturi Carburetor
 VV-Variable Venturi

VEHICLE MODEL

380SEL

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 Passenger Cars Light-Duty Trucks Medium-Duty Vehicles Gas DieselManufacturer Mercedes-Benz AGPage 2Engine Family BMB 3.8V 6FB4Engine Code M 116ECS (Special Features) A1P, TWC, CL (MF1)CID (Liter)-Type 234 (3.8) V-8

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Bosch CA, VA, VR Part No.	Fuel System Bosch Part No.	EGR Valve Part No.	Label Ident. Part No.
M 116	380SEL*	4-A	4,000	0237405021	0438080014	n/a	1265840321
				Mercedes-Benz 0031580201	Mercedes-Benz 0000702106		1265840621

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturer's HP list for correct dyno test HP settings based on model and equipment. If two test weights are listed, the lower weight will be used for testing.

*Add 10% to dyno test HP for air conditioning usage.

Date of Issue -