

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-24-13  
Relating to Certification of New Motor Vehicles

AUTOMOBILES PEUGEOT

Pursuant to the authority vested in the Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 2; 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 1981 model-year Automobiles Peugeot exhaust emission control systems are certified as described below for 1981 diesel-powered passenger cars.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
XD2C	140.6 (2.3)	Engine Modification Exhaust Gas Recirculation (Diesel Fuel Injection)

Vehicle Models, Transmissions, and Engine Codes 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>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.30	2.1	1.1


BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's 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 the Executive Officer has been provided 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 3<sup>rd</sup> day of November, 1980.

  
R. D. Drachand, Chief  
Mobile Source Control Division

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Engine Family XD2C Evaporative Family EXD2C

ABBREVIATIONS Engine CID (Liters) 140.6 (2.3)

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 Models

505 Diesel Sedan  
 505 Diesel Sedan Automatique  
 504 Diesel Station Wagon  
 504 Diesel Station Wagon Automatique

## 1981 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

 Passenger Cars  Light-Duty Trucks  Medium-Duty Vehicles  Gas  DieselManufacturer Automobiles Peugeot Page 2Engine Family XD2C Engine Code -ECS (Special Features) EM, EGR (DFI) CID (Liter)-Type 140.6 (2.3) I4

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System MFI Part No.	EGR Valve Part No.	Label Ident. Part No.
XD2C XD2C/AC	505 Sedan*	M4, A3	3500	n/a	Injectors 1984 12	1625 17	VECI XD2C No. 9150 743 -380
	504 Wagon*		3625		Injection 1921 23		or XD2C No. 9150 743 -580
XD2C/AC		A3	3750				Vac. Hose XD2C# 9150 743 -480

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.

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