

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-235-2
Relating to Certification of New Motor Vehicles

FORD MOTOR COMPANY

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 Order G-45-3, and G-45-4;

IT IS ORDERED AND RESOLVED: That 1983 model-year Ford Motor Company exhaust emission control systems are certified as described below for gasoline-powered light-duty trucks.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
DFM2.3T1HKG8	140 (2.3)	Air Injection - Pump Exhaust Gas Recirculation Three-Way Catalyst with Closed Loop

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

The following are the emission standards for this engine family to be listed on the window decal required by California Assembly-Line Test Procedures for 1983 model-year vehicles:

<u>Equivalent Inertia Weight</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0-3999	0.39	9.0	1.0

The following are the certification emission values for this engine family:

<u>Equivalent Inertia Weight</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0-3999	0.31	4.6	0.6

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.15 of Title 13, California Administrative Code which includes repair or replacement of emission control components up to 7 years or 75,000 miles if found defective by the Executive Officer.

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 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

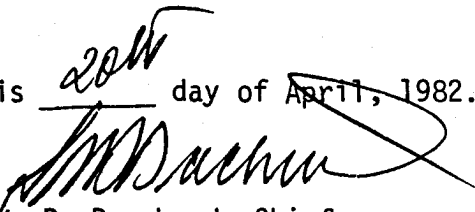
BE IT FURTHER RESOLVED: That the Executive Officer has been provided all material required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2036).

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

Executive Orders A-10-235 and A-10-235-1 are hereby rescinded.

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

Executed at El Monte, California this 20th day of April, 1982.


K. D. Drachand, Chief
Mobile Source Control Division

1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer Ford Motor Company Executive Order No. A-10-235-2 Page 1
 Engine Family DFM2.3T1HKG8 Evaporative Family 3GM
 Engine CID (Liters) 140 (2.3)

ABBREVIATIONS

Ignition System

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

Fuel System

CFI, CL, DID, DIP, EFI, MFI
 nV-nVenturi Carburetor
 VV-Variable Venturi

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
 DID-Diesel Injection-Direct
 DIP-Diesel Injection-Prechamber
 MFI-Mechanical Fuel Injection
 TC-Turbocharged

<u>Vehicle Model</u>	<u>Wheelbase</u>	<u>Code</u>
Ranger Regular Cab	Short	RCS
	Long	RCL

DRIVE SYSTEM: Rear Wheel
 Revised: 2-3-82
 4-1-82

1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

 Passenger Cars X Light-Duty Trucks Medium-Duty Vehicles X Gas Diesel

Manufacturer Ford Motor Company E.O. #A -10-235-2

Engine Family DFM2.3T1HKG8 CID (liter) - Type 140(2.3) - I4

ECS (Special Features) AIP, EGR, TWC w/C L

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System CA, VA, EI Distributor Part No.	Fuel System TV Part No.	EGR Valve Part No.	Label Ident. Part No.
3-50S-R00A/N	Ranger	A-3	3000	E27E-12127-AA	E27E-9510-HA	E27E-9H495-GA or GB++	DAH
	RCL						3000, 2875
	RCS		3000		E27E-9510-HB	DBB+ DBR+++	
-R01A/N -R10A/N+ -R11A/N+++	RCL						
3-49S-R00A/N	RCS	M-4	2875	E27E-12127-BA	E27E-9510-FA	E27E-9H495-EA or EB++	DAF
	RCL						2875
	-R01A/N -R10A/N+++ -R11A/N #						

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 - 12/23/81

Revisions: **2-3-82 RC #2.0/2.3-108 (delete 2.0L eng.)

***4-1-82 EO# revised, new EO format

+4-1-82 RC# 2.0/2.3-102 (chg curbid spd)

++4-1-82 Revision (add alt p.n.)

+++4-1-82 RC# 2.0/2.3-121 (delete VCV,VDV,CWM,VR)

#7-26-82 R/C 2.0/2.3-147 (add new EGR Valve)

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