

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-259-49
Relating to Certification of New Motor Vehicles

SUZUKI MOTOR CORPORATION

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-45-9;

IT IS ORDERED AND RESOLVED: That 1996 model-year Suzuki Motor Corporation exhaust emission control systems are certified as described below for passenger cars:

Emission Standard Category: Transitional Low-Emission Vehicle (TLEV)

Fuel Type: Gasoline

Engine Family: TSK1.0V5G2EK Displacement: 1.0 Liters (61 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

- Throttle Body Fuel Injection
- Heated Oxygen Sensor
- Warm-Up Three Way Catalytic Converter
- Three Way Catalytic Converter
- Exhaust Gas Recirculation

Vehicle models, transmissions, engine codes and evaporative emission control families are listed on attachments.

The TLEV certification-exhaust emission standards for this engine family in grams per mile are:

<u>Miles</u>	<u>Non-Methane Organic Gas</u>	<u>Carbon Monoxide</u>	<u>Nitrogen Oxides</u>	<u>Formaldehyde</u>	<u>Carbon Monoxide (20°F)</u>
50,000	0.125	3.4	0.4	0.015	10.0
100,000	0.156	4.2	0.6	0.018	n/a

Reactivity Adjustment Factor (RAF) for NMOG Mass Emission: 0.98

The certification exhaust emission values set forth for non-methane organic gas (NMOG) reflect application of a 0.98 RAF for 1996 model-year TLEVs. The TLEV certification exhaust emission values for this engine family in grams per mile are:

<u>Miles</u>	<u>Non-Methane Organic Gas</u>	<u>Carbon Monoxide</u>	<u>Nitrogen Oxides</u>	<u>Formaldehyde</u>	<u>Carbon Monoxide (20°F)</u>
50,000	0.052	0.5	0.1	0.001	1.4
100,000	0.059	0.6	0.1	0.001	n/a

BE IT FURTHER RESOLVED: That the vehicle manufacturer is certifying the listed vehicle models to the aforementioned exhaust emission standards based on its submitted plan to comply with the fleet average non-methane organic gas (NMOG) exhaust mass emission requirements as set forth in "California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That under the submitted NMOG fleet average compliance plan, if the manufacturer incurs a NMOG debit for the aforementioned model year based on the projected NMOG fleet average exceeding the value required by the above-referenced standards and test procedures, all incurred NMOG debits by the manufacturer shall be equalized as required by the standards and test procedures.

BE IT FURTHER RESOLVED: That the vehicle manufacturer is certifying the listed vehicle models to the 50,000-mile evaporative emission standards applicable to 1980 through 1994 model-year vehicles in the "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles," and the listed vehicle models comply with those standards.

BE IT FURTHER RESOLVED: That, based on the evaporative emission phase-in compliance schedule submitted by the vehicle manufacturer, the listed vehicle models shall not be subject to the running loss and useful life standards set forth in the "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model 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" for the aforementioned model year (Title 13, California Code of Regulations, Section 2235).

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high-altitude requirements and highway emission standards, and with the California Inspection and Maintenance emission standards in place at the time of certification, as stipulated in "California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the "California Motor Vehicle Emission Control Label Specifications" for the aforementioned model year (Title 13, California Code of Regulations, Section 1965).

BE IT FURTHER RESOLVED: That the listed models also comply with the "Malfunction and Diagnostic System Requirements-1994 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, Medium-Duty Vehicles and Engines" (Title 13, California Code of Regulations, Section 1968.1) for the aforementioned model year.

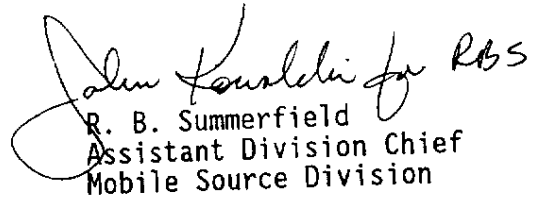
BE IT FURTHER RESOLVED: That the vehicle manufacturer has demonstrated compliance with the exhaust emission standards at 50 degrees Fahrenheit as stipulated in "California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

BE IT FURTHER RESOLVED: That for the listed vehicles, the manufacturer has submitted and the Executive Officer hereby approves the materials to demonstrate certification compliance with the Board's emission control system warranty provisions (Title 13, California Code of Regulations, Section 2035 et seq.).

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 2nd day of August 1995.


R. B. Summerfield
Assistant Division Chief
Mobile Source Division

1996 MODEL YEAR AIR RESOURCE BOARD SUPPLEMENTAL DATA SHEET
PASSENGER CARS, LIGHT DUTY TRUCKS AND MEDIUM DUTY VEHICLES

Manufacturer: **SUZUKI MOTOR CORP** Exh Eng Fam: **TSK1.0V5G2EK** EVAP Fam: **TSK1030BYM01**

All Engine Codes in Eng Fam: CA 49S 50S

Exh Std: Tier 0 Tier 1 TLEV LEV ULEV ZEV ; US EPA Tier 1

EVAP Std: 50K Useful Life with R/L In Use Exh Std: FULL In Use Alt In Use

Veh Class(es): PC LDT1 LDT2 MDV1 MDV2 MDV3 MDV4 MDV5

Single Cert Std for Multi-Class Eng Fam: (specify: N/A, LDT1, LDT2, MDV1, MDV2, MDV3, MDV4, MDV5)

Fuel Type (s): Dedicated Flex-Fuel Dual-Fuel Bi-Fuel Gasoline Diesel

CNG LNG LPG M85 Other (specify)

Emiss Test Fuel (s): Indo Ph2 CNG LPG M85 Other (specify)

Diesel: 13CCR 2282 40CFR 86.113-90 40CFR 86.113-94

Service Accum: Std AMA Mod AMA Mfr ADP Other (specify)

NMOG Test Procedure: N/A Std Equip R/L Test Proc: SHED Pt Source

Hybrid: Type A B C APU Cycle (e.g. Otto, Diesel, Turbine)

Engine configuration: L3 (in line) Displacement: 1.0 Liters or 61 cubic inches

Valves per Cylinder: 2 Rated HP 55 @ 5,700 RPM

Engine: Front Mid Rear Drive: FWD RWD 4WD-FT 4WD-PT

Exhaust ECS (eg., EGR, MFI, TC, CAC): TBI / HO2S / WU-TWC / TWC / EGR

(per SAE J1930 SEP91)

OBD II

Engine Code (also list CA/49ST/50ST)	Vehicle Models (re: p.21.00)	Trans type	ETW	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR System Part No.	Catalytic Converter Part No.
CVTBM	Metro (Hatchback)	M5	2125	7.5	33920- 50GA	18111-86010	14150-51G00
(CA NY MA)							14150-50G00

Date Issued: 8MAY,95

Revised:

KISHI>H:change from 16V-CK1.CRT
JACERT.LD96\CALSDS.96\SDS49.T17