

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-14-59
Relating to Certification of New Motor Vehicles

TOYOTA MOTOR CO., LTD. ✓

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 1984 model-year Toyota Motor Co., Ltd. exhaust emission control systems are certified as described below for diesel-powered light-duty trucks:

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
ETY2.4K6JCC2	149.3 (2.4)	Exhaust Gas Recirculation (Diesel Injection - Prechamber)

Vehicle models, transmissions and engine codes are 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 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks and Medium-Duty 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	0.41	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	0.13	0.8	0.8

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 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.

This Executive Order supersedes Executive Order A-17-59, dated August 5, 1983.

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

Executed at El Monte, California this 5th day of October, 1983.


K. D. Drachand, Chief
Mobile Source Division

Manufacturer Toyota Motor Corporation
 Engine Family ETV2.4K6JCC2

Executive Order No. A-14-59
 Evaporative Family N/A
 Engine CID (Liters) 149.3 (2.4)

ABBREVIATIONS

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
 DID-Diesel
 Injection-
 Direct
 DIP-Diesel
 Injection-
 Prechamber

Fuel System

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

MFI-Mechanical
 Fuel Injection
 TC-Turbocharged

DRIVE SYSTEM : Rear Wheel Drive

1984 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Page 2

Passenger Cars Light-Duty Trucks Medium-Duty Vehicles Gas Diesel
 Manufacturer Toyota Motor Corporation E.O. #A-14-59
 Engine Family ET2.4K6JCC2 CID(liter) - Type 149.3 (2.4) 4 cyl. in-line
 ECS (Special Features) DIP + EGR

Engine code	Vehicle Models (If Coded see attachment) Refer to 08.13.03.00	Trans.	Ign. System Part No.	Fuel System MFI Part No.	EGR Valve Part No.	Label Ident. Part No.
All	LN56L-MDA -MDCA 2WD LONG BED	M5		22100-54410		11298-54070

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.