

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-2-20
Relating to Certification of New Motor Vehicles

FUJI HEAVY INDUSTRIES, 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 Fuji Heavy Industries, Ltd. 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> |
|----------------------|---|---|
| EFJ1.8T2HCGX | 109 (1.8) | Air Injection - Valve Exhaust Gas Recirculation Three-Way Catalyst with Closed Loop |

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

The following are the certification 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 the above 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 | 6.1 | 0.4 |

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.

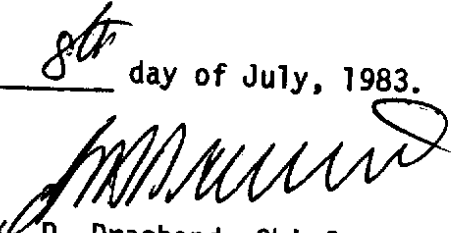
BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

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.

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

Executed at El Monte, California this 8th day of July, 1983.


K. D. Drachand, Chief
Mobile Source Control Division

Manufacturer Fuji Heavy Industries Ltd Executive Order No. A-2-20
 Engine Family EFJ1.8T2HCGX Evaporative Family NU
 Engine CID (Liters) 109 (1.8)

ABBREVIATIONS

Ignition System

CA-Centrifugal Advance
 EEC-Electronic Engine Control
 EI-Electronic Ignition
 ES-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
 EFI-Electronic Fuel Injection
 MFI-Mechanical Fuel Injection
 TC-Turbocharged

Fuel System

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

VEHICLE MODELS:

AF5 (SUBARU 1800 2-door Hatchback 4WD)
 AB5 (SUBARU 1800 4-door Sedan 4WD)
 AT5 (SUBARU 1800 4WD Open M.P.V. "BRAT")
 AM5 (SUBARU 1800 Station Wagon 4WD)

DRIVE SYSTEM: Front Engine/ Four-wheel Drive

122182

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198 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

E.O. 12-20

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

Manufacturer Fuji Heavy Industries Ltd.

Page 2

Engine Family EFJ1.8T2HCGX

Engine Code E1.8T2CM, E1.8T2CMA
E1.8T2CA, E1.8T2CAA

ECS (Special Features) EGR, AIV, TWC+CL

CID (Liter)-Type 109 (1.8) H04

| Engine Code | Vehicle Models (If Coded see attachment) | Trans. | Equip. Test Weight | Ign. System CA,VA,EI Part No. | Fuel System 1-2V Part No. | EGR Valve Part No. | Label Ident. Part No. |
|-------------|--|--------|--------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|
| E1.8T2CM | AF5 AT5 | M4 | 2500 | Nippondenso 100291-0300 | Hitachi DCP306-24 | Atsugi AEY78-11 | Tune-up: M7 |
| | AM5(DL) | | 2625 | Fuji's Part No. 429879000 | Fuji's Part No. 429979550 | Fuji's Part No. 469997371 | Vacuum Hose Routing: T5 |
| | AM5(GL) | | 2750 | | | | |
| E1.8T2CMA | AF5 AT5 | | 2625 | | | | |
| | AM5 | | 2750 | | | | |
| E1.8T2CA | AT5 | | A3 | 2500 | Hitachi D4R83-13 | Hitachi DCP306-25 | Hitachi APDQ72-4A |
| | AB5 | 2625 | | Fuji's Part No. 429879100 | Fuji's Part No. 429979650 | Fuji's Part No. 469997350 | Vacuum Hose Routing: T4 |
| | AM5 | 2750 | | | | | |
| E1.8T2CAA | AT5 | 2625 | | | | | |
| | AB5 | 2750 | | | | | |
| | AM5 | 2875 | | | | | |

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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