State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-202
Relating to Certification of New Motor Vehicles

MAZDA 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 Orders G-45-3 and G-45-4;

IT IS ORDERED AND RESOLVED: That Mazda Motor Corporation 1995 model-year exhaust emission control systems are certified as described below for light-duty trucks:

Fuel Type: Gasoline

Engine Family: STK2.62HGFEA Displacement: 2.6 Liters (159 Cubic Inches)

Exhaust Emission Control Systems & Special Features:

Three Way Catalytic Converter
Oxygen Sensor
Multiport Fuel Injection

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

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

The certification exhaust emission standards (alternative in-use compliance standards in parentheses) for this engine family in grams per mile are:

Loaded Vehicle Weight(lbs.)	Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
3751-5750	50,000	0.32 (0.41)	4.4 (6.7)	0.7 (n/a)
	100,000	0.40 (n/a)	5.5 (n/a)	n/a

The certification exhaust emission values for this engine family in grams per mile are:

Loaded Vehicle Weight(lbs.)	Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
3751-5750	50,000	0.10	1.7	0.2
	100,000	0.11	2.0	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 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, based on a separate compliance plan submitted by the vehicle manufacturer, the listed vehicle models are permitted alternative in-use compliance 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 the submitted alternative in-use compliance plan satisfies the requirement that a maximum of 60 percent of the manufacturer's projected sales of 1995 model-year California-certified passenger cars and light-duty trucks will be subject to alternative in-use compliance as stipulated in the above-referenced 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 2290).

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 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.).

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the "Malfunction and Diagnostic System for 1988 and Subsequent Model-Year Passenger Cars, Light-duty Trucks, and Medium-Duty Vehicles with Three-Way Catalyst Systems and Feedback Control" (Title 13, California Code of Regulations, Section 1968) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the listed vehicle models have been exempted from compliance with the "Malfunction and Diagnostic System Requirements-1994 and Subsequent Model-Year Passenger Cars, Light-duty Trucks, and Medium-Duty Vehicles and Engines" pursuant to Title 13, California Code of Regulations, Section 1968.1(m)(2.0) for the aforementioned model year.

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 9th day of August, 1994.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

1995 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET E.O.# A-16-202 page 1 of 1

Manufacturer Mazda Motor Corporation Engine Family STK2.62HGFEA

Passenger Car ___ (PC) Light-Duty Truck T2 (T1/T2) Medium-Duty Vehicle ___ (M1/M2/M3/M4/M5)

Stds Type: Tier1 (Tier 0/1, AB965, TLEV, LEV, ULEV) Vehicle Type (FFV, HEV(Type A/B/C): N/A

Fuel Type Unleaded Evaporative Family STK1078BYM04

Engine Config. I-4 Liter(CID) 2.6 (159)

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

Exhaust ECS & Special Features (incl. CARB, MFI, etc.) 02S, TWC, MFI

(use abbreviations per SAE 1930 MAY91)

Evap Std: 50K Single Cert Std for Multi-Class Eng Fam: N/A

Exh Cert Fuel(s): Indolene Hybrid: N/A APU Cycle: ___

Engine Code (Cert. Std.)	Vehicle Models (if coded see attachment)	Trans. Type A-automatic M-manual	ETW	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR System Part No.	Catalyst Part. No.
FG6ETAAN	MPV	A-4	4000	9.9 No A/C	Distributor: G609	- - -	G610
FG6ETAAA				10.9 A/C	ECU:G646		

Certification Standard:

	NMHC	CO	NOx	EVAP.
50,000 miles	0.32	4.4	0.7	2.0
100,000 miles	0.40	5.5	---	---

	at 2500 rpm N/L	at idle
Idle HC	220	100
Idle CO	1.2	1.0

Revisions:
1290