

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-14-357  
Relating to Certification of New Motor Vehicles

TOYOTA 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 2000 model-year Toyota Motor Corporation exhaust emission control systems are certified as described below for passenger cars:

Emission Standard Category: Low-Emission Vehicle (LEV)

Fuel Type: Gasoline

Engine Family: YTYXV01.5FFA Displacement: 1.5 Liters (91 Cubic Inches)

Exhaust Emission Control Systems & Special Features:

Three Way Catalytic Converter  
Heated Oxygen Sensors (two)  
Sequential Multiport Fuel Injection

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

<u>Miles</u>	<u>Non-Methane Organic Gases</u>	<u>Carbon Monoxide</u>	<u>Oxides of Nitrogen</u>	<u>Formaldehyde</u>	<u>Carbon Monoxide (20°F)</u>
50,000	0.075	3.4	0.2	0.015	10.0
100,000	0.090	4.2	0.3	0.018	n/a

Reactivity Adjustment Factor (RAF) for NMOG Mass Emission: 0.94

The certification exhaust emission values set forth for non-methane organic gases (NMOG) reflect application of a 0.94 RAF for 2000 model-year LEVs. The LEV certification exhaust emission values for this engine family in grams per mile are:

<u>Miles</u>	<u>Non-Methane Organic Gases</u>	<u>Carbon Monoxide</u>	<u>Oxides of Nitrogen</u>	<u>Formaldehyde</u>	<u>Carbon Monoxide (20°F)</u>
50,000	0.061	0.8	0.1	0.001	2.1
100,000	0.068	1.0	0.2	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 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 running loss and useful life standards applicable to 1995 and subsequent 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 the vehicle manufacturer is certifying the listed vehicle models to the "California Refueling Emission Standards and Test Procedures for 1998 and Subsequent Model Motor Vehicles," Title 13, California Code of Regulations, Section 1978, and the listed vehicle models comply with those standards.

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 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 the listed vehicle models also comply with the "California Motor Vehicle Emission Control and Smog Index Label Specifications" for the aforementioned model year (Title 13, California Code of Regulations, Section 1965).

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

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 25<sup>th</sup> day of August 1999.



R. B. Summerfield, Chief  
Mobile Source Operations Division

2000 MODEL-YEAR AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET  
PASSENGER CARS, LIGHT-DUTY TRUCKS AND MEDIUM-DUTY VEHICLES

Manufacturer: TOYOTA Exh Eng Fam: YTYXV01.5FFA Evap Fam: YTYXR0075AK1  
 All Eng Codes in Eng Fam: CA \_\_\_ 49S \_\_\_ 50S x AB965 \_\_\_ , ORVR: YES x NO \_\_\_  
 Exh Std: CA Tier-1 \_\_\_ TLEV \_\_\_ LEV x ULEV \_\_\_ SULEV \_\_\_ , US EPA Tier-1 \_\_\_  
 Veh Class(es): PC x LDT1 \_\_\_ LDT2 \_\_\_ MDV1 \_\_\_ MDV2 \_\_\_ MDV3 \_\_\_ MDV4 \_\_\_ MDV5 \_\_\_  
 Single Cert Std for Multi-Class Eng Fam: N/A (specify: N/A, LDT1, MDV1, MDV2, MDV3, MDV4)  
 Fuel Type(s): Dedicated x Flex-Fuel \_\_\_ Dual-Fuel \_\_\_ Bi-Fuel \_\_\_ asoline x Diesel \_\_\_  
 CNG \_\_\_ LNG \_\_\_ LPG \_\_\_ M85 \_\_\_ Other (specify) \_\_\_\_\_  
 Exh Emiss Test Fuel(s): Indo \_\_\_ CBG x CNG \_\_\_ LPG \_\_\_ M85 \_\_\_ Other (specify) \_\_\_\_\_  
 Diesel: 13 CCR 2282 \_\_\_ 40 CFR 86.113-90 \_\_\_ 40 CFR 86.113-94 \_\_\_  
 Evaporative Emission Test Procedure: California \_\_\_ Federal x  
 Service Accum: Std AMA \_\_\_ Mod AMA \_\_\_ Mfr ADP x Other (specify) \_\_\_\_\_  
 NMOG Test Procedure: N/A \_\_\_ Std x Equiv \_\_\_ R/L Test Proc: SHED x Pt Source \_\_\_  
 Engine Configuration I-4 Displacement: 1.5 Liters 91.4 Cubic Inches  
 Valves per Cylinder: 4 Rated HP1: 108@6000 RPM  
 Engine: Front x Mid \_\_\_ Rear \_\_\_ Drive: FWD x WD \_\_\_ 4WD-FT \_\_\_ 4WD-PT \_\_\_  
 Exhaust ECS (e.g., MFI, EGR, TC, CAC): SFI,HO2S(2),TWC  
 (use abbreviations per SAE J1930 JUN93)

Engine Code (also list CA/49S/50ST)	Vehicle Models (if coded see attachment)	Trans. (M5, A4, etc.)	ETW or Test Wt	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR system Part No.	Catalytic Converter Part No.
1, 1R1, 1R2, 1R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	6.6/6.3	89661-52660 *3 89661-52661 *4	N/A	T15
10, 10R1, 10R2, 10R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	6.6/6.3	89661-52662 *5 89661-52663 *6		
11, 11R1, 11R2, 11R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	7.3/7.0	89661-52664 *6		
12, 12R1, 12R2, 12R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	7.3/7.0			
13, 13R1, 13R2, 13R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2375 2500	6.6/6.3	89661-52670 *1 89661-52671 *2		
14, 14R1, 14R2, 14R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2500	6.6/6.3	89661-52672 *4 89661-52673 *5		
15, 15R1, 15R2, 15R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2500	7.3/7.0			
16, 16R1, 16R2, 16R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2500	7.3/7.0			

2000 MODEL-YEAR AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET  
PASSENGER CARS, LIGHT-DUTY TRUCKS AND MEDIUM-DUTY VEHICLES

Engine Code (also list CA/49S/50ST)	Vehicle Models (if coded see attachment)	Trans. (M5, A4, etc.)	ETW or Test Wt	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR system Part No.	Catalytic Converter Part No.
2, 2R1, 2R2,2R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	6.6/6.3	89661-52660 *3 89661-52661 *4	N/A	T15
3, 3R1, 3R2,3R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	7.3/7.0	89661-52662 *5 89661-52663 *6		
4, 4R1, 4R2,4R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	7.3/7.0	89661-52664 *6		
5,5R1, 5R2,5R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2375 2500	6.6/6.3	89661-52670 *1 89661-52671 *2		
6,6R1, 6R2,6R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2500	6.6/6.3	89661-52672 *4 89661-52673 *5		
7,7R1, 7R2,7R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2500	7.3/7.0			
8,8R1, 8R2,8R3	NCP12L-BDPRKA NCP12L-BEPRKA	L4	2500	7.3/7.0			
9, 9R1, 9R2,9R3	NCP12L-BDMRKA NCP12L-BEMRKA	M5	2375	6.6/6.3	89661-52660 *3 89661-52661 *4 89661-52662 *5 89661-52663 *6 89661-52664 *6		

Comments : Please refer to manufacturer's HP list for correct dyno test HP setting based on model and equipment.

Note \*1 : Before Running Change 00-TR-10

\*2 : After Running Change 00-TR-10 and Before Running Change 00-TR-26

\*3 : Before Running Change 00-TR-26, Before Field Fix 00-TF-6

\*4 : After Running 00-TR-26 and Before Running Change 00-TR-29, Before Field Fix 00-TF-6

\*5 : After Running Change 00-TR-29, Before Field Fix 00-TF-6

\*6 : After Field Fix 00-TF-6

VEHICLE MODELS:

ECHO

NCP12L-BDMRKA

NCP12L-BDPRKA

NCP12L-BEMRKA

NCP12L-BEPRKA