BAYERISCHE MOTOREN WERKE AG

EXECUTIVE ORDER A-008-0157 New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code (HSC), Div. 26, Part 5, Chap. 2; and pursuant to the authority vested in the undersigned by HSC Sections 39515-39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the following exhaust and evaporative emission control systems produced by the manufacturer are certified as described below. Production vehicles shall be in all material respects the same as those for which certification is granted.

| MOD YEA | | TEST GROUP | | M | VEHICLE TYPE C=passenger car; LDT=light-duty truck; DV=medium-duty vehicle; LVW=loaded vehicle weight; ALVW=adjusted LVW) | CATEGOR vehicle; | EMISSION STANDA Y (LEV=low emiss TLEV= transitional LEV; LEV; SULEV=super ULI | sion | EXHAUST / EVAPORATIVE USEFUL LIFE (UL) (miles) | FUEL TYPE (CNG/LNG=compressed/ liquefied natural gas; LPG=liquefied petroleum gas) | | | |
|-------------|----------|---------------------------|--------------------|-----|--|---------------------------|--|--|---|--|--|--|--|
| 200 | 3 3 | 3BMXT03.0E5R | | | IDV: 3,751 – 5,750 pounds ALVW | | ULEV | | 120K / 120K | Gasoline | | | |
| No. | FAMI | /APORATIVE MILY (EVAF) | | No. | SPECIAL FEATURES EMISSION CONTROL SYSTI | & MS (ECS) | * = not applicable | OC/TWC=oxidizing/3-way cat. ADSTWC=adsorbin WU= warm-up cat. O2S/HO2S=oxygen sensor/heat | | | | | |
| 1 | звмх | (R016 | 30E39 | 1 | 2TWC, 2HO2S(2) | , SFI, AIR, OBE | - ∥A⊦ | S/HAFS=air-fuel ratio s | ensor/heated AFS_EGR=exhaust | | | | |
| 2 | | * | | 2 | | * | -∦ga: | gas recirculation AIR/PAIR=secondary air injection/pulsed AIR MFI/SFI= multiport fuel injection/sequential MFI | | | | | |
| 3 | | * | | | | * | −Птв | TBI= throttle body injection TC/SC=turbo /super charger CAC=charge air cooler OBD (F) / (P)=full /partial on-board | | | | | |
| 4 | | * | | | | * | dia | ignostic prefix 2=para | lel (2) suffix=series | | | | |
| EVAF No. | | CS lo. | ENGINE SIZE (L) | | VEHICLE VE MAKES & MODELS ST. | HICLES SUBJ ANDARDS AR | ECT TO SFTP E UNDERLINED | ABB | REVIATIONS: | | | | |
| 1_ | 1 3.0 | | | | BMW X5 | | | | | | | | |
| * | | * | * | | 177,000 | | * | | | | | | |
| * | · | * | * | | | | * | | | | | | |
| * | - | * | * | | | | | | | | | | |

The exhaust and evaporative emission standards (STD) and certification emission levels (CERT) for the listed vehicles are as follows (compliance with the 50 °F testing requirement (for TLEV, LEV, ULEV, SULEV) may have been met based on the manufacturer's submitted compliance plan in lieu of testing). Any debit in the manufacturer's "NMOG Fleet Average" (PC and LDT) or "Vehicle Equivalent Credit" (MDV) compliance plan shall be equalized as required. (For bi-, dual- or flexible-fueled vehicles, the STD and CERT in parentheses are those applicable to testing on gasoline test fuel.)

| | NMOG FLEET AVERAGE [g/mi] | | NMOG @ RAF = 0.94 CH4 RAF = * | | NMOG or | TOT INCOME | II RCHU- | normaiden | vae Pivi | EDAMIC | Hate matt | on-CH4 hydro er RAF=rea | ctivity adius | trans tasta. | . 2/2 D. I //- | MO-14 | |
|------|------------------------------|---|----------------------------------|----------|----------------------|------------|----------------|-----------|------------------------|-----------|------------------|----------------------------|--------------------------------|----------------------|---------------------|----------|--|
| CER | т : | STD NMOG NMHC | | NMHC | mg=millig | ram mi= | և լց,ուռյ−ւ ս | nning los | 3 UK | F=degrees | Fahrenheit | =on-board | refueling var optemental fo | or recovery | o=cram | | |
| | * | | CERT [g/mi] | | [g/mi] | | [g/mi] | | | Ox [g/mi] | | [mg/mi] | | g/mi] | | x [g/mi] | |
| | ALC: N | | | ra] | | CERT | STD | CER | S | ΓD | CERT | STD | CERT | STD | CERT | STD | |
| | | @ 50K | 0.016 | * | 0.100 | 0.8 | 4.4 | 0.1 | 0 | .4 | 0.3 | 9 | * | * | 0.01 | 0.8 | |
| 12 | 1.0 | @ UL | 0.018 | * | 0.143 | 0.9 | 6.4 | 0.1 | 0.6 | | 1 | 13 | * | * | 0.01 | 1.2 | |
| | @ 50°l | F & 4K | 0.039 | * | 0.200 | 0.7 | 4.4 | 0.1 | 0 | .4 | 0.1 | 18 | * | • | * | * | |
| @ 20 | | SFTP 1 = @ 4K (SULEV, ULEV, LEV) or 50K (Tier 1, TLEV) SFTP 2 = @ UL (Tier 1, TLEV) | | | NMHC+NC (compo | osite) | e) (composite) | | NMHC+NO [g/mi] [US0 | | | CO [g/mi] [US06] | NMHC+NOx [g/mi] [SC03] | | CO [g/mi] [SC03] | | |
| 50 | K | SFIPZ | = @ UL (11er | 1, TLEV) | CERT | STD | CERT | STD | CERT | S | TD C | ERT ST | D CER | T STD | CERT | STD | |
| CERT | 2.1 | 基金 | 10.77 | SFTP 1 | * | * | * | * | * | | * | * * | * | • | * | * | |
| STD | 12.5 | | | SFTP 2 | * | * | * | * | * | 1 | • | * * | • | * | * | | |
| @ UL | | · · · · · · · · · · · · · · · · · · · | ATIVE FAN | | EVAPORATIVE FAMILY 2 | | | | EVAPORATIVE FAMILY 3 | | | | E | EVAPORATIVE FAMILY 4 | | | |
| | 3-D | 2-0 | RL | ORVR | 3-D | 2-D | RL | ORVR | 3-D | 2- | D R | L ORV | R 3-D | 2-D | RL | ORVR | |
| CERT | 1.6 | 1.9 | 0.02 | 0.04 | * | * | * | * | * | * | , | * * | | + | * | * | |
| STD | 2.0 | 2.5 | 0.05 | 0.20 | * | * | * | * | * | | - - | | + | * | * | * | |

BE IT FURTHER RESOLVED: That for the listed vehicle models, the manufacturer has attested to compliance with Title 13, California Code of Regulations, (13 CCR) Sections 1965 [emission control labels], 1968.1 [on-board diagnostic, full or partial compliance], 2035 et seq. [emission control warranty], 2235 [fuel tank fill pipes and openings] (gasoline and alcohol fueled vehicles only), and "High-Altitude Requirements" and "Inspection and Maintenance Emission Standards" (California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model PC, LDT and MDV).

Vehicles certified under this Executive Order shall conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

Executed at El Monte, California on this 23 PD day of September 2002

Allen Lyons, Chief

Mobile Source Operations Division