California Environmental Protection Agency	DAIMLERCHRYSLER CORPORATION	EXECUTIVE ORDER A-009-0641
AIR RESOURCES BOARD		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.

MODEL YEAR	TEST GROUP	VEHICLE TYPE	EXHAUST EMISSION STANDARD CATEGORY		IL LIFE les)	IN- COMP (*=N/A or A/E=ex	IEDIATE USE LIANCE full in-use; h. / evap. iate in-use)	FUEL TYPE	
2005	5CRXV03.5VH0	Passenger Car	USEPA Bin 8	EXH / ORVR	EVAP	EXH	EVAP	Gasoline (Tier 2	
		-	Counted as ARB ULEV	100K	150K	*	E	Unleaded)	
No.		PECIAL FEATURES	EVAPORATIVE			DISPLACEMENT (L)			
1	2TWC, 2HO2	S(2), SFI, EGR, OBD(F)	5CRXR0	177GHB					
*		÷		*					
•	**** <b>*</b> **	*		,		2.7, 3.5			
*		*							

See the Attachment for Vehicle Models, Evaporative Family, Engine Displacement, Emission Control Systems, Phase-In Standards, OBD Compliance, Emission Standards and Certification Levels, and Abbreviations.

## BE IT FURTHER RESOLVED:

That the exhaust and the evaporative emission standards and the certification emission levels for the listed vehicles are as listed on the Attachment. Compliance with the 50° Fahrenheit testing requirement 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 or LDT) or "Vehicle Equivalent Credit" (MDV) compliance plan shall be equalized as required.

## **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], 1968.2 [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).

## **BE IT FURTHER RESOLVED:**

The listed vehicle models are federally certified, and are certified under the provisions of 13 CCR Section 1961(a)(14) and the incorporated test procedures.

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 13th day of January 2004.

Allen Lyons, Chief

Mobile Source Operations Division

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New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles 

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(F	EX For bi-, dual	HAUST	AND EV	APORA	TIVE ne STD	EMISSIO and CERT	N STA	ANDAR Intheses	DS AN are thos	D CEF	TIFIC able to	ATION testing o	LEVEI n gasoli	<b>_S</b> ne test fu	el.)	
NMOG AVERA	FLEET GE [g/mi]	NMOG @ RAF=* CH4 RAF = *		NMOG or NMHC	CH4=me HCHO=f	thane; NMOG= ormaldehyde; F ; RL [g/mi]=run	non-CH4 M=particu	organic gas; liate matter;	NMHC=nc RAF=react	n-CH4 hyd	rocarbon; ment facto	CO=carbon	monoxide;	NOx=oxides	of nitrogen;	
CERT	STD	NMOG CERT	NMHC CERT	STD	mi=mile;	<u>K=1000 miles;</u> D [a/mi]	F=degree	s Fahrenhei	: SFTP=su	pplementa	I federal te	est procedur PM (g	0	_	Ox [g/mi]	
0.046	0.049	[g/mi]	[g/mi]	[g/mi]	CERT	STD	CERT		CE		TD	CERT	STD	CERT		
	@ 50K @ UL	0.072	*	0.100	0.3	3.4	0.10	0.14	*		5.	*	*	0.04	0.19	
(	0 50°F & 4K	*	*	0.125	*	4.2	0.10	0.20			*		* ·	0.04	0.27	
0.0	[g/mi]			NMHC+N(		CO [g		NMHC		CO	g/mi]		C+NOx	co	[g/mi]	
	5& 50K			CERT	STD	CERT	STD	[g/mi] [ CERT	STD	CERT	STD	CERT	[SC03] STD	CERT	C03] STD	
ERT	1.4		000 miles	*	*	+ *	*	0.08	0.14	0.6	8.0	0.08	0.20	0.3	2.7	
TD	10.0	SFTP	@ 100000 miles	0.16	0.71	*	*	•	*	3.7	11.1	*	*	0.4	3.7	
Eva	aporative Fam	nily		urnal + Hot s/test) @ L							ning Loss On-Board Refueling Vapor s/mile) @ UL Recovery (grams/gallon) @ UL					
			CERT	S	TD CERT STD			STD	CERT STD		STD		CERT		STD	
50	CRXR0177GH	В	0.44		50			0.65	i 0.000				0.09		0.20	
	*		*					*		*		·····	*		*	
	*								-		*		-		*	
= not ann	licable: IIIus	oful life: BC			*	*	llum d.t.	*	*		*		*		*	
STWC= Srecircu AC=char	plicable; UL=us eld vehicle weig adsorbing TW ulation; AIR=se ge air cooler; C fifed petroleum	C; WU=wan condary air i BD (F)/(P)=	=passenger c adjusted LVM m-up catalyst injection; PAI full/partial on 85%" Ethanol	/; LEV=low 6 ; OC=oxidizii R=pulsed All -board diagr Fuel	emission v ng catalys R; MFI= m lostic; DC	k; MDV=med rehicle; TLEV= t; O2S=oxyge	=transitior in sensor; njection; S ne reducir	hal LEV; UL HO2S=hea FI=sequenti Ig; prefix 2=	S= Emissi EV=ultra L ted O2S; / al MFI; TE parallel; (2	LEV; SULE AFS/HAFS BI=throttle 2) suffix=s	System; V=super ≔air- fuel body inje eries; CN	ULEV; TWO ratio senso ction; TC/SO IG/LNG= co	dard; CER C=3-way c or / heated	atalyst; AFS; EGR=	ion; exhaust	
VW=IOAC DSTWC≠ as recircu AC=chan PG=lique	adsorbing TW alation; AIR=se ge air cooler; C	C; WU=wan condary air i BD (F)/(P)=	=passenger c adjusted LVM m-up catalyst injection; PAI full/partial on 85%" Ethanol	r; LEV=low e ; OC=oxidizi, R=pulsed All -board diagr Fuel D5 MOD	emission v ng catalys R; MFI= m lostic; DC	k; MDV=med rehicle; TLEV: t; O2S=oxyge nultiport fuel in R=direct ozor	=transitior in sensor; njection; S ne reducir HICLE RATIVE	hal LEV; UL HO2S=hea FI=sequenti Ig; prefix 2=	S= Emissi EV=ultra L ed O2S; J al MFI; TE parailel; (j ELS IN	LEV; SULE AFS/HAFS BI=throttle 2) suffix=s	System; V=super =air- fuel body inje aries; CN ATION INTE I COM (*=N/A A/E=	ULEV; TWO ratio senso ction; TC/SO IG/LNG= co	dard; CER C=3-way c r / heated C= turbo/s pompressed E E e; Pl	atalyst; AFS; EGR=	ion; exhaust ; tural gas;	
Mailad DSTWC= STWC= AC=chan PG=lique	ad senice weig adsorbing TW Jation; AIR=se ge air cooler; C filed petroleum	C; WU=wan condary air i BD (F)/(P)=	=passenger c adjusted LVM n-up catalyst injection; PAI full/partial on 85%" Ethanol 200	; LEV=low 6 ; OC=oxidizi R=pulsed All -board diagr Fuel D5 MOD	emission v ng catalys R; MFI= m lostic; DC	k; MDV=med rehicle; TLEV+ t; O2S=oxyge utiliport fuel in R=direct ozor AR: VE	=transitior in sensor; njection; S ne reducir HICLE RATIVE	HO2S=hea HO2S=hea FI=sequenti ng; prefix 2= E MODE E C: NO	S= Emissi EV=ultra L ed O2S; J al MFI; TE parailel; (j ELS IN	EV; SULE AFS/HAFS BI=throttle 2) suffix=s FORM	System; V=super i=air- fuel body inje aries; CN ATION INTE INTE INTE INTE INTE INTE INTE INTE INTE INTE INTE INTE INTE INTE	ULEY; TWU ratio senso ction; TC/S IG/LNG= cc RMEDIAT IN-USE MPLIANCE or full in-us exh. / evap. ediate in-us	dard; CER C=3-way c rr / heated C= turbo/si mpressed E E ie; Pl ie; Pl	atalyst; AFS; EGR= uper charger /liquefied na	ion; exhaust	
Muliad DSTWC= STWC= C=chan C=lique M.	ad vehicle weig =adsorbing TW Jlation; AIR=se ge air cooler; C filed petroleum	C; WU=wan condary air i BD (F)/(P)=	≓passenger c adjusted LVM n-up catalyst injection; PAI full/partial on 85%" Ethanol 200 MOD	CC=oxidizii CC=oxidizii R=pulsed All -board diagr Fuel D5 MOD	emission v ng catalys R; MFI= m lostic; DC	k; MDV=med rehicle; TLEV; t; O2S=oxyge AR: VE AR: VE EVAPO FAN 5CRXR0	=transition in sensor; ijection; S ime reducin HICLE RATIVE MILY	HO2S=heai FI=sequenti Ig; prefix 2= E MODE E CS NO	S= Emissi EV=ultra L ed O2S; J al MFI; TE parailel; (j ELS IN	EV; SULL AFS/HAFS Bi=throttle 2) suffix=s FORM SIZE (L)	System; V=super i=air-fuel body inje aries; CN ATION INTE I COM (*=N/A A/E= Interm EXH	ULEV; TW/ ratio senso ction; TC/S IG/LNG= cc IG/LNG= cc IN-USE IN IN-USE IN IN-USE IN IN-USE IN IN IN IN IN IN IN IN IN IN IN IN	dard; CER C=3-way c r' heated C= turbo/su mpressed E E :e; Pl :e; Pl AP	atalyst; AFS; EGR= Jer charger /liquefied na	ion; exhaust tural gas; OBD II	
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