## **California Environmental Protection Agency** AIR RESOURCES BOARD

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	USEFL (mi		IN- COMP (*=N/A or A/E=ex	MEDIATE USE LIANCE full in-use; h. / evap. iate in-use)	FUEL TYPE	
2006	6GMXV02.4029	Passenger Car	"LEV II" Low Emission Vehicle (LEV II LEV)	EXH / ORVR	EVAP	EXH	EVAP	Gasoline (Tier 2	
2000	05107402.4025			120K	IK 150K		E	Unleaded)	
No.	ECS & SP	ECIAL FEATURES	EVAPORATIVE	FAMILY (EV	DISPLACEMENT (L)				
1	TWC, HO	2S(2), SFI, OBD(F)	6GMXI	R0105817					
+		*	6GMXI	R0120818			24		
*		•	6GMX	R0120819		2.2	., 2.4		
+		*		*					

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).

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 \_ day of June 2005.

llen byons, Chief Mobile Source Operations Division

California Environmental Protection Agency AIR RESOURCES BOARD

.

						ΑΤΤΑ	CHI	MEN	Г							
(F	EX or bi-, dual		AND EV												el.)	
				NMOG or												
CERT	STD		NMHC	NMHC STD	mi=mile; I	mi=mile; K=1000 miles; F=degrees Fa				supplementa	I federal les	t procedure	9	-		
0.048	0.046	[g/mi]	CERT [g/mi]	[g/mi]	CERT	) [g/mi] STD		)x [g/mi]   STD		ICHO [mg/		PM [g/i CERT	/mi] STD		<u>0x [g/mi]</u> STD	
		0.039	*	0.075	1.1	3.4	0.05	0,05			15.	*	*	0.004	0.07	
AG TO BET OF	@ UL	0.039	*	0.090	1.1	4.2	0.05	0.07		* 1	18.	*	*	0.004	0.09	
	D 50°F & 4K	0.111	*	0,150	1.5	3.4	0.01	0.05	_	* 3	30.	•	*	*	*	
CO [g/mi]				NMHC+NOx [g/mi] (composite)		CO [g/mi] (composite)					[g/mi] \$06]					
@ 20°F	*& 50K	An As gap is		CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD	
CERT	4.2	with the second second second	000 miles	*	*	*	*	0.06	0.14	7.3	8.0	0.08	0.20	1.8	2.7	
STD	10.0	SFTP	@ * miles	*	*	*	*	*	*	*	*	*	*	*	*	
Evaporative Family			3-Days Diurnal + Hot Soak (grams/test) @ UL			2-Days Diurnal + Hot So (grams/test) @ UL			Running L (grams/mile)					Board Refueling Vapor ery (grams/gallon) @ UL		
			CERT	RT STD		CERT STD		STD	CERT		STD	CER			STD	
6GMXR0105817		0.37	0.50		0.34	0.65		0.0	-	0.05	0.02			0.20		
	6GMXR0120818		0.34	0.50		0.58		0.65	0.0		0.05	0.02			0.20	
6	6GMXR0120819		0.34	- II.											0.00	
	* plicable; UL=us		* ≂passenger c	ar; LDT⇒ligh	* 1t-duty truc		dium-duty			sion Contro					0.20 * tion;	
LVW=load ADSTWC= gas recircu TC/SC= tu compresse	led vehicle wei =adsorbing TW ulation; AIR=se trbo/super char ed/liquefied na	ight; ALVW= /C; WU=war condary air rger; CAC=c	* =passenger c adjusted LVW m-up catalyst injection; PAI harge air cool PG=liquefied f 200	ar; LDT=ligh ; LEV=low ; OC=oxidizi R=pulsed Al er; OBD (F), petroleum ga	* emission ving catalyst R; <b>MFI=</b> m ( <b>P)=full/pa</b> as; <b>E85=</b> "8	* ehicle; TLEV t; O2S=oxyge ultiport fuel ii irtial on-board 55%" Ethanol AR: VE	dium-duty =transition en sensor; njection; S d diagnost Fuel;	* vehicle; EC HO2S=hea FI=sequent ic; DOR=di	* EV=ultra ted O2S al MFI; " rect ozor	ssion Contro a LEV; SULI TBI≃throttle ne reducing NFORM	* I System; \$ EV=super L S=air- fuel ; body injec ; prefix 2=p ATION INTER INTER	JLEV; TW( ratio senso tion; DGI= arallel; (2) RMEDIATI V-USE PLIANCE	* dard; CER C=3-way ( ir / heated direct gas suffix=se	catalyst; I AFS; EGR: soline fuel inje rries; CNG/L	* =exhaust action; NG=	
LVW=load ADSTWC= gas recircu TC/SC= tu compresse	ed vehicle wei adsorbing TW ulation; AIR=se urbo/super char	ight; ALVW= /C; WU=war condary air rger; CAC=c	=passenger c adjusted LVW m-up catalyst injection; PAII harge air cool PG≂liquefied µ	ar; LDT=ligh ; LEV=low ; OC=oxidizi R=pulsed Al er; OBD (F), petroleum ga	* emission ving catalyst R; <b>MFI=</b> m ( <b>P)=full/pa</b> as; <b>E85=</b> "8	* ehicle; TLEV t; O2S=oxyge ultiport fuel ii irtial on-board 55%" Ethanol AR: VE	dium-duty =transition en sensor; njection; 8 d diagnost Fuel; EHICLI DRATIVE	• vehicle; EC nal LEV; UL HO2S=hea FI=sequent ic; DOR=di	* S= Emis EV=ultra ted O2S al MFI; rect ozor	ssion Contro a LEV; SULI ; AFS/HAFS TBI≃throttle ne reducing	* Il System; t EV=super L Sair-fuel b body injec ; prefix 2=p ATION INTEF IN COM (*=N/A c A/E=e	JLEV; TW( ratio senso tion; DGI= arallel; (2) RMEDIATI	* dard; CEF C=3-way ( r/ heated direct gas suffix=se suffix=se F E E E E E E E Se; F	catalyst; I AFS; EGR: soline fuel inje	tion; ≃exhaust ection;	
LVW=load ADSTWC: gas recircu TC/SC= tu compresse	led vehicle wei =adsorbing TW ulation; AIR=se trbo/super char ed/liquefied na	ight; ALVW= /C; WU=war condary air rger; CAC=c	* =passenger c adjusted LVW m-up catalyst injection; PAI harge air cool PG=liquefied f 200	ar; LDT=ligh ; LEV=low ( CC=oxidizi R=pulsed Al er; OBD (F). betroleum ga	* emission ving catalyst R; <b>MFI=</b> m ( <b>P)=full/pa</b> as; <b>E85=</b> "8	* k; MDV=me ehicle; TLEV t; O2S=oxyge witiport fuel in tritial on-board 55%" Ethanol AR: VE EVAPC FAI	dium-duty =transition en sensor; njection; 8 d diagnost Fuel; EHICLI DRATIVE	* vehicle; EC hal LEV; UL H02S=hea FI=sequent ic; DOR=di E MODE	* S= Emis EV=ultra ted O2S al MFI; rect ozor	ENGINE SIZE	* System; 1 Seair- fuel # body injec ; prefix 2=p ATION INTEF IN COM (*=NA o A/E=e Interme	JLEV; TWG ratio senso tion; DGI= arallel; (2) RMEDIATI I-USE PLIANCE PLIANCE or full in-us	* dard; CEF C=3-way of r / heated direct gas suffix=se E E Se; P Se; P Se; P	catalyst; J AFS; EGR: soline fuel inje ries; CNG/L	* =exhaust ection; NG=	
LVW=load ADSTWC: gas recircu TC/SC= tu compresse N	led vehicle wei adsorbing TM ulation; AIR=se trbo/super chai ed/liquefied nai MAKE	ight; ALVW= /C; WU=war condary air rger; CAC=c	* =passenger c adjusted LVW m-up catalyst injection; PAI harge air cool PG=liquefied p 200	ar; LDT=ligh ; LEV=low ; OC=oxidizi er; OBD (F), etroleum ge 06 MOD DEL	* emission ving catalyst R; <b>MFI=</b> m ( <b>P)=full/pa</b> as; <b>E85=</b> "8	* ehicle; TLEV t; O2S=oxyge ultiport fuel in s5%" Ethanol AR: VE EVAPC FAI	dium-duty erransition n sensor; njection; S d diagnost Fuel; EHICLI EHICLI MILY	* vehicle; EC HO2S=hea FI=sequent ic; DOR=di E MODE EC. NC	* S= Emis EV=ultra ted O2S al MFI; rect ozor	SSION Contro a LEV; SULI ; AFS/HAF3 TBI≃throttle ne reducing NFORM ENGINE SIZE (L)	A System; S S=air-fuel i body injec ; prefix 2=p INTEF INTEF INTEF INTEF INTEF INTEF INTEF INTEF INTEF INTEF INTEF INTEF INTEF	JLEV; TW( ratio senso tion; DGI= arallel; (2) RMEDIATI I-USE PLIANCE or full in-use ptil in-use chill in-use itate in-use kV/	* dard; CEI c=3-way g r / heated direct gas suffix=se suffix=se F se; F se; F se; F	catalyst; I AFS; EGR: Soline fuel inju- pries; CNG/L PHASE-IN STD.	* =exhaust setion; NG≕	
LVW=load ADSTWC: gas recircu CC/SC= tu compresse N CHE CHE	led vehicle wei =adsorbing TM ulation; AIR=se trbo/super chan ed/liquefied na MAKE	ight; ALVW= /C; WU=war condary air rger; CAC=c	* =passenger c adjusted LVW m-up catalyst injection; PAII harge air cool PG=liquefied p 200 MOE	ar; LDT=ligh ; LEV=low ; OC=oxidizi R=pulsed Al er; OBD (F), petroleum ga O6 MOD DEL DEL	* emission ving catalyst R; <b>MFI=</b> m ( <b>P)=full/pa</b> as; <b>E85=</b> "8	k; MDV=me ehicle; TLEV t; O2S=oxyge witiport fuel in initial on-board AR: VE EVAPC FAI 6GMXR 6GMXR	dium-duty =transition; S d diagnost Fuel; EHICLI DRATIVE MILY	* vehicle; EC HO2S=hea FI=sequent ic; DOR=di E MODE EC NC 1 1	* S= Emis EV=ultra ted O2S al MFI; rect ozor	ssion Contro a LEV; SULI ; AFS/HAFS TBI≕throttle ne reducing NFORM ENGINE SIZE (L) 2.4	A System; & Ev=super L S=air- fuel # body injec; prefix 2=p ATION INTEF IN COM (*=N/A C A/E=e Interme EXH A	ULEV; TW( ratio senso tion; DGI= rarallel; (2) RMEDIATI V-USE PLIANCE	* dard; CEI c=3-way r / heated direct gas suffix=se E E E Se; P Se; P	catalyst; I AFS; EGR: soline fuel inj pries; CNG/L PHASE-IN STD. SFTP	* tion; echaust ection; NG≕ OBD II Full	
LVW=load ADSTWC- gas recircu TC/SC= tu compresse N CHE CHE CHE	led vehicle wei =adsorbing TW ulation; AIR=se tro/super chai ed/liquefied nai MAKE VROLET VROLET	ight; ALVW= /C; WU=war condary air rger; CAC=c	* =passenger c adjusted LVW m-up catalyst, injection; PAI harge air cool PG=liquefied f 200 MOE COB, HHR I	ar; LDT=ligh ; LEV=low ; CC=oxidizi R=pulsed Al er; OBD (F), betroleum ge D6 MOD DEL DEL ALT FWD	* emission ving catalyst R; <b>MFI=</b> m ( <b>P)=full/pa</b> as; <b>E85=</b> "8	* * * * * * * * * * * * * *	dium-duty =transition; S d diagnost Fuel; EHICLI RATIVE MILY	* vehicle; EC HO2S=hea FI=sequent ic; DOR=di E MODE EC NC 1 1 1 1	* S= Emis EV=ultra ted O2S al MFI; rect ozor	a LEV; SULI ; AFS/HAF3 TBI≑throttle ne reducing NFORM SIZE (L) 2.4 2.2	A System; S S=air- fuel 1 body injec ; prefix 2=p ATION INTEF COM (*=N/A c A/E=e Interme EXH A A	JLEV; TW( ratio senso tion; DGI= arallel; (2) XMEDIATI V-USE PLIANCE or full in-us xth. / evap- diate in-us EVA	* dard; CEI c=3-way ( r / heated direct gas suffix=se suffix=se F se; F se; F se; F se; F	catalyst; I AFS; EGR: soline fuel inj rries; CNG/L PHASE-IN STD. SFTP SFTP	* tion; echaust ection; NG= OBD II OBD II Full	
LVW=load ADSTWC: gas recircu TC/SC= tu compress N CHE CHE CHE CHE	led vehicle wei adsorbing TM ulation; AIR=se irbo/super chai ed/liquefied na MAKE VROLET VROLET VROLET	ight; ALVW= /C; WU=war condary air rger; CAC=c	* =passenger c adjusted LVW m-up catalyst, injection; PAII harge air cool PG=liquefied p 200 MOE COB. HHR I HHR I	ar; LDT=ligh ; LEV=low ; OC=oxidizi er; OBD (F), betroleum ge 06 MOD DEL ALT FWD FWD	* emission ving catalyst R; <b>MFI=</b> m ( <b>P)=full/pa</b> as; <b>E85=</b> "8	* * * * * * * * * * * * * *	dium-duty =rransition n sensor; jection; S d diagnost Fuel; EHICLI EHICLI PRATIVE MILY R0105817 R0120818	* vehicle; EC HO2S=hea FI=sequent ic; DOR=di E MODE EC. NC 1 1 1 1 1 1	* S= Emis EV=ultra ted O2S al MFI; rect ozor	LEV; SULL ; AFS/HAFS TBI≑throttie ne reducing NFORM ENGINE SIZE (L) 2.4 2.2 2.4	ATION INTER IN	JLEV; TW( atio senso tion; DGI=a arallel; (2) RMEDIATI +-USE PLIANCE or full in-us exh. / evap. diate in-us EV/ E E	* dard; CEI C=3-way g r / heated direct gas suffix=se E Se; F Se; P AP	catalyst; I AFS; EGR: soline fuel inju- pries; CNG/L PHASE-IN STD. SFTP SFTP SFTP	* tion; eexhaust setion; NG≕ OBD II Full Full Full	