#### Celifornia Environmental Protection Agency AIR RESOURCES BOARD

## DAIMLERCHRYSLER CORPORATION

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 COM (*=N/A c A/E≈e	IMEDIATE I-USE PLIANCE Ir full in-use; xh. / evap. diate in-use)	FUEL TYPE	
2006	6CRXV05.7VE0	Passenger Car	"LEV II" Low Emission Vehicle (LEV II LEV)	EXH / ORVR	EVAP	EXH	EVAP	Gasoline (Tier 2	
				120K	150K	A	E	Unleaded)	
No.	ECS & SP	ECIAL FEATURES	EVAPORATIVE	FAMILY (EV.		DISPLAC	EMENT (L)		
1	2TWC, 2HO2S	(2), SFI, EGR, OBD(F)	6CRXR0	150GHA					
*		*							
*		*		· · · · · · · · · · · · · · · · · · ·		5.7			
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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<sup>o</sup> 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  $21^{37}$  day of March 2005.

Allen Lyons, Chief Mobile Source Operations Division

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(F	EX or bi-, dual	(HAUST	AND EV	APORA	TIVE ne STD	EMISSIO and CERT	IN STA	NDARI ntheses	DS AN are tho	ID CEI se appli	RTIFIC cable to	ATION testing o	LEVE n gasoli	LS ine test fu	 el.)	
NMOG		NMOG	@ RAF=*	NMOG or	CH4=me	Ihane: NMOG	DOD-CHA	manie cae:	MMHC-n	on CH4 hu	-	20				
CERT	STD	NMOG	NMUC hot-soak BL [/m]srunning loss: OP/P (/o)log disponentiation based of ultra													
0.000	0.040	CERT	CERT	STD	mi-mile; K=1000 miles; F-degrees Fahrenbeit; SFTP-supplemental federal test procedure CO [g/mi] NOx [g/mi] HCHO [mg/mi] PM [g/mi]											
0.063	0.046	[g/mi]	[g/mi]	[g/mi]	CERT		CERT		CE		STD		STD	CERT	Ox [g/mi	
建合品	@ 50K	0.044	*	0.075	0.6	3.4	0.03	0.05	*		15.	+	*	0.02	0.0	
	@ UL	0.044	*	0.090	0.6	4.2	0.03	0.07	-		18.	+	•	0.02	0.0	
0	) 50°F & 4K	*	*	*	*	*	•	*		· · · ·	•	*	*	+	+	
C0 [	g/mi]			NMHC+N( (comp		CO [g		NMHC- [g/mi] [I			[g/mi] S06]		C+NOx ISC031		[g/mi]	
@ 20°F	& 50K			CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	C03] STD	
ERT	2.7	SFTP @ 4	000 miles	*	*	*	*	0.07	0.14	0.3	8.0	0.04	0.20	0.3	2.7	
TD	10.0	SFTP	@ * miles	*	*	*	*	*	*	*	*	*	*	*	*	
3-Days Diurnal + Hot Soak Evaporative Family (grams/test) @ UL						k 2-Days Diurnal + Hot Soak (grams/test) @ UL				unning L ims/mile)		C	On-Board Refueling Vapor Recovery (grams/gallon) @ UL			
CE			CERT	S1	STD CERT		S	TD	CERT		STD CE		CERT	RT STD		
6CRXR0150GHA			0.34	0.50		0.33 0.6		65	0.000		0.05		0.10		0.20	
			*	*		*		*	*		*		*		*	
	*		*		*			* *			*		*		*	
	*		*		'	*		*								
/W=loade	d vehicle wei	eful life; PC: ght; ALVW=;	passenger ca djusted LVW	ar; LDT=light ; LEV=low e	t-duty truc mission v	k; MDV=medi ehicle: TLEV=	ium-duty v	ehicle; EC	= Emiss	ion Contro	System;	STD= Stand	tard; CER	T= Certificat	+ ion;	
DSTWC=: is recircul 2/SC= turi mpressed	adsorbing TW ation; AIR=se	C; WU=warr condary air i ger: CAC=ct	n-up catalyst; njection; PAIF arge air coole G=liquefied p	OC=oxidizir R=pulsed Alf ar, OBD (F)/( etroleum ga:	ig catalys R; MFI= m P)=full/pa s; E85="{	k; MDV=medi rehicle; TLEV= t; 02S=oxyger utiport fuel inj ritial on-board 35%" Ethanol F AR: VEI EVAPOF FAM	ium-duty v transitiona n sensor; H diagnostic Fuel; HICLE RATIVE	ehicle; ECS II LEV; ULE IO2S=heat I=sequentia ; DOR=dir	S= Emiss EV=ultra I ed O2S; al MFI; Tf ect ozone LS IN	FORM	J System; EV=super I S=air- fuel body injec ; prefix 2=p ATION INTEF IN COM (*=N/A (*=N/A (*=N/A	ULEV; TWC ratio sensor tion; DGI=c parallel; (2) RMEDIATE N-USE IPLIANCE pr full in-use ext. / evap.	dard; CER =3-way c / heated lirect gasc suffix=ser	atalyst; AFS; <b>EGR</b> =	exhaust	
DSTWC=: is recircul //SC= turi mpressec	adsorbing TW ation; AIR=se bo/super charr d/liquefied nat	C; WU=warr condary air i ger: CAC=ct	n-up catalyst; njection; PAIF large air coole G=liquefied p 200	CC=oxidizir CC=oxidizir R=pulsed AlF r; OBD (F)// etroleum ga:	ig catalys R; MFI= m P)=full/pa s; E85="{	t; O2S=oxyger ultiport fuel inj artial on-board 85%" Ethanol F AR: VEI	ium-duty v transitiona sensor, h jection; SF diagnostic -uel; HICLE HICLE	ehicle; ECS I LEV; ULE 02S=heat I=sequentia I=sequentia MODE	E Emiss V=ultra I ed O2S; J al MFI; TH ect ozone	FORM	I System; EV=super I S=air-fuel body injec prefix 2=p INTEF IN COM (*=N/A c A/E=e interme EXH	ULEV; TWC ratio sensoi titon; DGI=c parallel; (2) RMEDIATE N-USE PLIANCE or full in-use exh. / evap. diate in-use EVA	ard; CER =3-way c 1/ heated lirect gasc suffix=ser ; ; P	atalyst; AFS; EGR= iies; CNG/LI HASE-IN STD.	exhaust ction; NG≖ OBD I	
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STWC=; s recircul /SC= turi mpressee MA CHRY CHRY	adsorbing TW ation; AIR=se bo/super char //iliquefied nat	C; WU=warr condary air i ger: CAC=ct	MOD MOD 300C/S 300C A	CC=oxidizir S=pulsed Alf pr, OBD (F)/( etroleum ga O6 MODI EL EL	ig catalys R; MFI= m P)=full/pa s; E85="{	enicie, TLEV- r, O2S-oxyger ultiport fuel inj artial on-board 35%" Ethanol F AR: VEI EVAPOR FAM 6CRXR01 6CRXR01	ium-duty v transitionan sensor; H jection; SF diagnostic -uel; HICLE RATIVE ILY 150GHA 150GHA	Hicle; ECS I LEV; ULE 02S=heat H=sequentia Besquentia ECS NO.	Emiss V=ultra I ed O2S; al MFI; The ect ozone LS IN	FORM FORMS BI≓throttle reducing; FORM IGINE SIZE (L) 5.7 5.7	I System; EV=super I S=air-fuel body injec ; prefix 2=; ATION INTEF II COM (*=N/A c AVE=e interme EXH A A	ULEV; TWC ratio sensoi titon; DGI=c parallel; (2) RMEDIATE N-USE PLIANCE or full in-use exh. / evap. diate in-use EVA	dard; CER =3-way c / heated jinect gasc suffix=ser a; Pl p P	atalyst; AFS; EGR= iies; CNG/LI HASE-IN STD.	exhaust ction; IG≖ OBD I	
STWC=; s recircul /SC= turi mpressed MA CHRY CHRY DOI	adsorbing TW ation; AIR=se bo/super char //liquefied nat //liquefied nat //super char //super char //super char /super char /s	C; WU=warr condary air i ger: CAC=ct	MOD age alr code MOD 300C/S 300C A CHARC	CC=oxidizir R=pulsed AlF r; OBD (F)// etroleum ga: 06 MOD EL EL RT-8 WD	ig catalys R; MFI= m P)=full/pa s; E85="{	enicie, TLEV- I; O2S-oxyger ultiport fuel inj afai on-board 35%" Ethanol F AR: VEI EVAPOF FAM 6CRXR01 6CRXR01	ium-duty v transitiona jection; SF diagnostic -uel; HICLE RATIVE ILY 150GHA 150GHA	Hicle; ECS I LEV; ULE 02S=heat H=sequentia BOR=dir MODE ECS NO. 1 1 1	Emiss V=ultra I ed O2S; al MFI; TI ect ozone LS IN	AFS/HAFS AFS/HAFS BI=throttle reducing; FORM IGINE SIZE (L) 5.7 5.7 5.7	I System; i EV=super I S=air-fuel body injec prefix 2=r INTEF IN COM (*=N/A c A <sup>I</sup> E=e interme EXH A A A	ULEV; TWC ratio sensoi titon; DGI=c parallel; (2) RMEDIATE N-USE PLIANCE for full in-use exh. / evap. diate in-use E E E E	ard; CER =3-way c / heated lirect gasc suffix=ser ; ; ; ; ; ; ; ; ; ; ; ; ; ;	atalyst; AFS; EGR= Jine fuel inje ies; CNG/LI HASE-IN STD. SFTP SFTP SFTP	exhaust ction; NG≃ OBD I Full	
STWC=; s recircul /SC= turi npressec MA CHRY CHRY DOI DOI	adsorbing TW ation; AIR=se bo/super char //iliquefied nat	C; WU=warr condary air i ger: CAC=ct	MOD MOD 300C/S 300C A	CC=oxidizir Sepulsed AlF or, OBD (F)/( etroleum gas of MODI EL RT-8 WD SER	ig catalys R; MFI= m P)=full/pa s; E85="{	enicie, TLEV- r, O2S-oxyger ultiport fuel inj artial on-board 35%" Ethanol F AR: VEI EVAPOR FAM 6CRXR01 6CRXR01	ium-duty v transitiona i sensor, H lection; SF diagnostic -uel; HICLE RATIVE ILY 150GHA 150GHA 150GHA	Hicle; ECS I LEV; ULE 02S=heat H=sequentia Besquentia ECS NO.	Emiss V=ultra I ed O2S; al MFI; TI ect ozone LS IN	FORM FORMS BI≓throttle reducing; FORM IGINE SIZE (L) 5.7 5.7	I System; EV=super I S=air-fuel body injec ; prefix 2=; ATION INTEF II COM (*=N/A c AVE=e interme EXH A A	ULEV; TWC ratio sensor titon; DGI=c parallel; (2) RMEDIATE V-USE PLIANCE or full in-use exh. / evap. E E E E	ard; CER =3-way c / heated lirect gasc suffix=ser ; ; ; ; ; ; ; ; ; ; ; ; ; ;	atalyst; AFS; EGR= iline fuel inje ies; CNG/LI HASE-IN STD. SFTP SFTP	exhaust ction; \G≍ OBD   Full Full	

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