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<br>YEAR | TEST GROUP   | VEHICLE TYPE           | EXHAUST EMISSION<br>STANDARD CATEGORY         | USEFU<br>(mil |                  | IN-<br>COMP<br>(*=N/A or<br>A/E=ex | MEDIATE<br>USE<br>LIANCE<br>full in-use;<br>h. / evap.<br>late in-use) | FUEL TYPE        |  |
|---------------|--------------|------------------------|---|---------------|------------------|------------------------------------|--|------------------|--|
| 2006          | 6CRXV03.5VE1 | Passenger Car          | "LEV II" Low Emission<br>Vehicle (LEV II LEV) | EXH /<br>ORVR | EVAP             | EXH                                | EVAP   | Gasoline (Tier 2 |  |
|               |              | •                      |   | 120K          | 150K             | A                                  | ε  | Unleaded)        |  |
| No.           | ECS & S      | PECIAL FEATURES        | EVAPORATIVE                                   |               | DISPLACEMENT (L) |                                    |  |                  |  |
| 1             | 2TWC, 2HO2   | S(2), SFI, EGR, OBD(P) | 6CRXR0  | 150GHA        |                  |                                    |  |                  |  |
| •             |              | •                      |   |               |                  |                                    |  |                  |  |
| +             |              | •                      |   |               |                  | 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).

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 September 2005.

Allen Lyons, Chief Mobile Source Operations Division

California Exvironmental Protection Agency AIR RESOURCES BOARD

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# ATTACHMENT

## EXHAUST AND EVAPORATIVE EMISSION STANDARDS AND CERTIFICATION LEVELS

(For bi-, dual- or flexible-fueled vehicles, the STD and CERT in parentheses are those applicable to testing on gasoline test fuel.)

| NMOG FLEET NMOG @ RAF=*<br>AVERAGE [g/ml] CH4 RAF = *                   |   | AF = "   | CH4=methane; NMOG=non-CH4 organic gas; NMHC=non-CH4 hydrocarbon; CO=carbon monoxide; NOx=c           NMOG or         HCHO=formaldehyde; PM=particulate matter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurna           NMHC         hot-soak; RL [g/mi]=running loss; ORVR [g/gallon dispensed]=on-board refueling vapor recovery; g=gram; n |   |   |  |   |  |   |  | ay diumal+  |  |   |   |   |  |
|---|---|--|--|---|---|--|---|--|---|--|---|--|---|---|---|--|
| CERT  | STD   | NMOG   | NMHC   |   | mi=mile; K=1000 miles; F=degrees Fahrenheit; SFTP=supplemental federal test procedure |  |   |  |   |  |   |  | igiani  |   |   |  |
| 0.058   | 0.046   | CERT   | CERT   | [g/ml]  |   | [g/mi]   |   | : [g/ml]   |   | CHO [mg  |   | PM [g  |   |   | Ox [g/mi]   |  |
| 0.055   |   | (g/mi)   | [g/m[]   |   | CERT  | STD  | CERT  | STD  | CE  |  | STD   | CERT   | STD<br>*  | CERT  | STD   |  |
|   | @ 50K   | 0.070  | •  | 0.075   | 0.5   | 3.4  | 0.03  | 0.05   | •   |  | 15.   | •  |   | 0.01  | 0.07  |  |
| u de C  | @ UL  | 0.070  | •  | 0.090   | 0.5   | 4.2  | 0.03  | 0.07   |   |  | 1B.   |  |   | 0.01  | 0.09  |  |
|   | ው 50°F & 4K   | •  | •  | •   |   |  | *   |  | _   |  |   |  |   |   | -   |  |
| CO [g/mi]   |   |  |  | NMHC+N<br>(comp   |   | CO [g/mi]<br>(composite)   |   | NMHC+<br>[g/mi] [l   |   |  | [g/mi]<br>\$06]   |  | IC+NOx<br>][SC03]   |   |   |  |
| @ 20°F  | F & 50K   |  |  | CERT  | STD   | CERT   | STD   | CERT   | STD   | CERT   | STD   | CERT   |   |   | STD   |  |
| ERT   | 2.7   | SFTP @ 4   | 000 miles  | *   | *   | *  | *   | 0.04   | 0.14  | 0.5  | 8.0   | 0.08   | 0.20  | 0.3   | 2.7   |  |
| STD   | 10.0  | SFTP   | @ * miles  | •   | ٠   | •  | *   | •  | *   | •  | *   | •  | *   | *   | •   |  |
| Evaporative Family  |   | mily   | 3-Days Diurnal + Hot So<br>(grams/test) @ UL   |   |   |  |   |  | oak Running<br>(grams/mile  |  |   | R  | On-Board Re<br>Recovery (grar   |   | efueling Vapor<br>ms/gallon) @ UL                         |  |
|   |   |  | CERT   | CERT STD  |   | CERT ST  |   | TD   | CERT  |  | STD   |  | CERT  | STD   |   |  |
| 6CRXR0150GHA  |   | HA   | 0.34   | 0.50  |   | 0.33   | 3 0.65  |  | 0.000   |  | 0.05  | 0.05   |   |   | D.20  |  |
| *   |   |  | •  |   |   | *  | -   | *  | *   | *  |   |  |   | *   |   |  |
| *   |   |  | +  |   | *   |  | *   |  |   |  |   |  |   |   |   |  |
|   | *   |  | •  |   | •   | *  |   |  | *   |  | *   |  | *   |   | •   |  |
| VW=load   | •<br>plicable; UL=u<br>ded vehicle we   | eight; ALVW=   | *<br>adjusted LVM  | ar, LDT=ligi<br>/; LEV=low  | t-duty truck<br>emission ve   | (; MDV=me<br>shicle; TLEV  | dium-duty v<br>/=transition   | *<br>/ehicle; EC<br>al LEV; UL<br>HO2S=bea   | *<br>S= Emis:<br>EV≃ultra<br>ted O2S:   | LEV; SUL   | *<br>ol System<br>EV=super<br>S=air- fue  | r ULEV; TV<br>al ratio seru  | *<br>andard; Cl<br>VC=3-way<br>sor / heatr  | y catalyst;<br>ed AFS: EGR  | *<br>tion;<br>=exhaust                                    |  |
| VW=load   | +   | eight; ALVW=<br>WC; WU=war<br>secondary air<br>amer: CAC=c | =passenger c<br>=adjusted LVW<br>m-up catalyst<br>injection; PAI<br>harge air cool<br>PG=liquefied   | ar, LDT=lig<br>/; LEV=low<br>; OC=oxidiz<br>R=pulsed A<br>er; OBD (F)<br>petroleum g  | *<br>temission ve<br>ing catalyst<br>IR; MFI= mu<br>/(P)=full/pa/<br>as; E85=*8       | *<br>shicle; TLEV<br>O28=oxyg<br>itiport fuel i<br>trial on-boar<br>5%" Ethano<br>AR: VI<br>EVAP(  | dium-duty v<br>/=transition:<br>en sensor; I<br>d diagnostid<br>i Fuel;<br>EHICLE   | *<br>al LEV; UL<br>HO2S=hea<br>FI=sequent<br>c; DOR=d  | *<br>EV≃ultra<br>ted O2S;<br>ial MFI; 1<br>rect ozor                                  | LEV; SUI<br>AFS/HAF<br>Bi=throtti<br>reducin   | *<br>EV=super<br>S=air- fue<br>e body inje<br>g; prefix 2=<br>MATIO   | r ULEV; TV<br>el ratio sens<br>ection; DGi<br>=parallel; (<br>N<br>ERMEDIA<br>IN-USE   | *<br>andard; Ci<br>WC=3-way<br>sor / heata<br>=direct ga<br>2) suffix=:<br>TE   | y catalyst;<br>ed AFS; EGR<br>asoline fuel ini  | *<br>tion;<br>=exhaust                                    |  |
| -VW=load<br>ADSTWC<br>gas recirc<br>FC/SC= tu<br>compress               | •<br>plicable; UL=u<br>ded vehicle we<br>=adsorbing Tv<br>culation; AIR=s<br>wrbo/super cha   | eight; ALVW=<br>WC; WU=war<br>secondary air<br>amer: CAC=c | =passenger c<br>=adjusted LVW<br>m-up catalyst<br>injection; PAI<br>harge air cool<br>PG=liquefied   | ar; LDT=lig<br>/; LEV=low<br>; OC=oxidiz<br>; OC=oxidiz<br>R=pulsed A<br>er; OBD (F)<br>petroleum g<br>06 MOE                         | *<br>temission ve<br>ing catalyst<br>IR; MFI= mu<br>/(P)=full/pa/<br>as; E85=*8       | *<br>shicle; TLEV<br>O28=oxyg<br>itiport fuel i<br>trial on-boar<br>5%" Ethano<br>AR: VI<br>EVAP(  | dium-duty v<br>/=transition:<br>en sensor; I<br>njection; SI<br>d diagnostid<br>I Fuel;<br>EHICLE                                 | *<br>al LEV; UL<br>HO2S=hea<br>FI=sequent<br>c; DOR=d  | S= Emiss<br>EV=ultra<br>ted O2S;<br>ial MFI; 1<br>rect ozor<br>ELS IN                 | LEV; SUL<br>AFS/HAF<br>Bl=throttl<br>re reducin  | *<br>EV=super<br>S=air- fue<br>e body inje<br>g; prefix 2=<br>AATIO<br>INTE<br>CO<br>('=N//<br>A/E              | r ULEV; TV<br>el ratio sens<br>ection; DGi<br>=parallel; (<br>N<br>ERMEDIA<br>IN-USE<br>MPLIANC<br>A or full in-<br>=exh. / eva<br>mediate in- | 4<br>andard; C<br>WC=3-way<br>sor / heatr<br>=direct g<br>2) suffix=:<br>2) suffix=: | y catalyst;<br>ed AFS; EGR<br>asoline fuel ini  | *<br>tion;<br>=exhaust                                    |  |
| VW=load<br>IDSTWC:<br>las recirc<br>C/SC= tu<br>ompress                 | •<br>plicable; UL=.<br>ded vehicle we<br>=adsorbing Tv<br>zulation; AIR=s<br>urbo/super cha<br>sed/liquefied na                             | eight; ALVW=<br>WC; WU=war<br>secondary air<br>amer: CAC=c | = passenger cr<br>adjusted LVW<br>m-up catalyst<br>injection; PAI<br>harge air cool<br>PG≖ilquefied<br>20  | ar, LDT=ligi<br>y, LEV=low<br>; OC=oxidiz<br>R=pulsed A<br>er, OBD (F)<br>petroleum g<br>06 MOE                                       | *<br>temission ve<br>ing catalyst<br>IR; MFI= mu<br>/(P)=full/pa/<br>as; E85=*8       | *<br>c; MDV=me<br>shicle; TLEV<br>;02S=coxyg<br>ultiport fuel i<br>tial on-boar<br>5%* Ethano<br>AR: VI<br>EVAP(<br>FA                             | dium-duty v<br>/=transition:<br>en sensor; I<br>d diagnostid<br>i Fuel;<br>EHICLE   | vehicle; EC<br>al LEV; UL<br>HO2S=hea<br>Fl=sequent<br>c; DOR=d                                      | S Emiss<br>EV=ultra<br>ted O25;<br>ial MFI; 1<br>rect ozor<br>ELS IN<br>S E           | LEV; SUI<br>AFS/HAF<br>BI=throttl<br>reducin   | +<br>EV=supei<br>S=air-fue<br>body inje<br>g; prefix 2+<br>AATIOI<br>INTE<br>CO<br>(*=N//<br>A/E<br>inter       | r ULEV; TV<br>el ratio sens<br>ection; DGi<br>=parallel; (<br>N<br>ERMEDIA<br>IN-USE<br>MPLIANC<br>A or full in-<br>=exh. / eva<br>mediate in- | 4<br>andard; Ci<br>VC=3-way<br>sor / heatr<br>=direct gr<br>2) suffix=:<br>2) suffix | y catalyst;<br>ed AFS; EGR<br>asoline fuel in<br>series; CNG/i                                    | *<br>tion;<br>=exhaust<br>ection;<br>.NG=                 |  |
| VW=load<br>DSTWC<br>as recirc<br>C/SC= tu<br>ompress                    | •<br>plicable; UL=u<br>ded vehicle we<br>=adsorbing Tr<br>=ulation; AIR=s<br>urbo/super cha<br>wed/liquefied na<br>mAKE                     | eight; ALVW=<br>WC; WU=war<br>secondary air<br>amer: CAC=c | *<br>adjusted LVW<br>m-up catalyst<br>injection; PAI<br>harge air cool<br>PG=liquefied<br>20   | ar, LDT=ligi<br>y; LEV=low<br>; OC=oxidiz<br>R=pulsed A<br>er, OBD (F)<br>petroleum 9<br>06 MOE                                       | *<br>temission ve<br>ing catalyst<br>IR; MFI= mu<br>/(P)=full/pa/<br>as; E85=*8       | *<br>(; MDV=me<br>shicle; TLEV<br>; 02S=oxyg<br>ultiport fuel i<br>tial on-boar<br>5%* Ethano<br>AR: VI<br>EVAPI<br>FA<br>6CRXR                    | dium-duty v<br>=transition;<br>en sensor; l<br>injection; Sf<br>d diagnostic<br>I Fuel;<br>EHICLE<br>ORATIVE<br>MILY              | *<br>vehicle; EC<br>al LEV; JL<br>HO2S=hea<br>Flesequent<br>; DOR=d<br>E MODI<br>E C<br>NC           | S= Emiss<br>EV=ultra<br>ted O2S;<br>ial MFI; T<br>rect ozor<br>ELS IN<br>S<br>S<br>D. | LEV; SUI<br>AFS/HAF<br>Bil=throtik<br>we reducin<br>NFORM<br>NFORM<br>SIZE<br>(L)            | +<br>EV=super<br>e body inje<br>g; prefix 2+<br>MATIO<br>INTE<br>CO<br>(*=N//<br>A/E<br>inter<br>EXH            | r ULEV; TV<br>el ratio sens<br>ection; DGi<br>=parallel; (<br>N<br>ERMEDIA<br>IN-USE<br>MPLIANC<br>A or full in-<br>=exh. / eva<br>mediate in- | 4<br>andard; Ci<br>VC=3-wa<br>sor / heatu<br>l=direct g:<br>2) suffix=:<br>2) suffix | y catalyst;<br>ed AFS; EGR<br>asoline fuel in<br>series; CNG/<br>PHASE-IN<br>STD.                 | tion;<br>=axhaust<br>ection;<br>NG=<br>OBD                |  |
| VW=load<br>DSTWC<br>as recirc<br>C/SC= tt<br>ompress<br>M<br>CHI        | •<br>plicable; UL=L<br>ded vehicle we<br>i=adsorbing TN<br>uiation; AIR=s<br>urbo/super cha<br>wed/liquefied na<br>MAKE<br>MAKE             | eight; ALVW=<br>WC; WU=war<br>secondary air<br>amer: CAC=c | *<br>adjusted LVW<br>m-up catalyst<br>injection; PAI<br>harge air cool<br>PG=liquefled<br>20<br>MOI<br>300C/:  | ar, LDT=lig<br>V; LEV=low<br>(; CC=oxidiz<br>R=pulsed A<br>er; OBD (F)<br>petroleum g<br>06 MOC                                       | *<br>temission ve<br>ing catalyst<br>IR; MFI= mu<br>/(P)=full/pa/<br>as; E85=*8       | *<br>c; MDV=me<br>bhicle; TLEV<br>j 028=oxyg<br>ultiport fuel i<br>tial on-boar<br>5%" Ethano<br>AR: VI<br>EVAPI<br>FA<br>6CRXR<br>6CRXR           | dium-duty v<br>/=transition:<br>en sensor; I<br>d diagnostic<br>I Fuel;<br>EHICLE<br>DRATIVE<br>MILY                              |  | S= Emiss<br>EV=ultra<br>ted O25;<br>ial MFI; 1<br>rect ozor<br>ELS IN<br>S. E<br>S. E | LEV; SUI<br>AFS/HAF<br>Bil-throtti<br>te reducin<br>NFORM<br>SIZE<br>(L)<br>3.5              | ATIO  | r ULEV; TV<br>el ratio sens<br>ection; DGi<br>=parallel; (<br>N<br>ERMEDIA<br>IN-USE<br>MPLIANC<br>A or full in-<br>=exh. / eva<br>mediate in- | +<br>andard; Ci<br>VC=3-wars<br>sor / heatu<br>=direct gg<br>2) suffix=:<br>TE<br>TE<br>tre<br>tre<br>tre<br>tre<br>tre<br>tre<br>tre<br>tre<br>tre<br>tre  | y catalyst;<br>ed AFS; EGR<br>asoline fuel in<br>series; CNG/I<br>PHASE-IN<br>STD.<br>SFTP        | •<br>tion;<br>=exhaust<br>ection;<br>.NG=<br>OBD<br>Parti |  |
| VW=load<br>DSTWC<br>as recirc<br>C/SC= tu<br>ompress<br>M<br>CHI<br>CHI | •<br>plicable; UL=,<br>ded vehicle we<br>=adsorbing Tr<br>sulation; AIR=s<br>urbo/super cha<br>sed/liquefied na<br>MAKE<br>RYSLER<br>RYSLER | eight; ALVW=<br>WC; WU=war<br>secondary air<br>amer: CAC=c | *<br>=passenger c<br>:adjusted LVW<br>m-up catalyst<br>injection; PAI<br>harge air cool<br>PG=ilquefied<br>20<br>MOI<br>300C/:<br>300C   | ar, LDT=ligi<br>y, LEV=low<br>; OC=oxidiz<br>R=pulsed A<br>er, OBD (F)<br>petroleum g<br>06 MOE<br>06 MOE<br>0EL<br>0EL<br>0EL<br>0EL | *<br>temission ve<br>ing catalyst<br>IR; MFI= mu<br>/(P)=full/pa/<br>as; E85=*8       | *<br>(; MDV=me<br>shicle; TLEV<br>(02\$=coxyg<br>ultiport fuel i<br>tial on-boar<br>5%* Ethano<br>AR: VI<br>EVAP(<br>FA<br>6CRXR<br>6CRXR<br>6CRXR | dium-duty v<br>/=transition:<br>en sensor, i<br>injection; SF<br>d diagnostid<br>i Fuel;<br>EHICLE<br>DRATIVE<br>MILY<br>k0150GHA | vehicle; EC al LEV; UL HO25=bea Fl=sequent c; DOR=d  EMODI EC NC 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | S Emiss<br>EV=ultra<br>ted O25;<br>ial MFI; 1<br>rect ozor<br>ELS IN<br>S E           | LEV; SUI<br>AFS/HAPF<br>Bl=throttl<br>reducin<br>NFORM<br>NFORM<br>SIZE<br>(L)<br>3.5<br>3.5 | *<br>IV=super<br>s=air-fue<br>body inje<br>g; prefix 2*<br>INTE<br>CO<br>(*=N//<br>A/E<br>INTE<br>EXH<br>A<br>A | r ULEV; TV<br>el ratio sens<br>ection; DGi<br>=parallel; (<br>N<br>ERMEDIA<br>IN-USE<br>MPLIANC<br>A or full in-<br>=exh. / eva<br>mediate in- | 4<br>andard; Cl<br>WC=3-wa<br>sor / heatur<br>l=direct gu<br>2) suffix=:<br>2) suffi | y catalyst;<br>ed AFS; EGR<br>asoline fuel in<br>series; CNG/<br>PHASE-IN<br>STD.<br>SFTP<br>SFTP | •<br>tion;<br>=exhaust<br>ection;<br>.NG=<br>OBD<br>Parti |  |