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 | USEFU (mil | | IN- COMP (*=N/A or A/E=ex | MEDIATE USE LIANCE full in-use; h. / evap. iate in-use) | FUEL TYPE | | | |
|---------------|--------------|----------------------------|------------------------------------------------|---------------|------|------------------------------------|------------------------------------------------------------------------|------------------|--|--|--|
| 2007 | 7FMXT04.63BX | LDT: 6001-8500# GVW, 3751- | "LEV II" Ultra Low Emission Vehicle (LEV II | EXH / ORVR | EVAP | EXH | EVAP | Gasoline (Tier 2 | | | |
| | | 5750# ALVW | ULEV) | 120K | 150K | A | E | Unleaded) | | | |
| No. | | SPECIAL FEATURES | EVAPORATIVE | | | DISPLACEMENT (L) | | | | | |
| 1 | 2TWC, 2 | HO2S(2), SFI, OBD(F) | 7FMXR0 | 200GBR | | | | | | | |
| * | | * | | | | | | | | | |
| * | | * | • | * | | | | 4.6 | | | |
| * | | * | • | | | | | | | | |

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 5^{774} day of January 2006.

Allen Lyons, Chief Mobile Source Operations Division

California Environmental Protection Agency AIR RESOURCES BOARD

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.)

| AVERAG | FLEET SE [g/mi] STD | CH4 F | @ RAF=* XAF = * NMHC | NMOG o NMHC | hol-soak; RL [g/mi]=running loss: ORVR [g/mi]=n bard second adjustment lactor; 2/3 D [g/test]=2/3 day dumai+ | | | | | | | | | | | |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------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| | | CERT | CERT | STD | 1111-11816, 1 | te, re-rood miles, r-degrees Fahrenheit; SFTP=supplemental federal test procedure | | | | | | | | | | |
| 0.055 | 0.055 | [g/mi] | [g/mi] | [g/mi] | CERT | [g/mi] STD | | x [g/mi] | | HO [mg | | PM [g | | | NOx [g/mi | |
| | @ 50K | 0.014 | * | 0.040 | 0.4 | 1.7 | 0.03 | STD 0.05 | CER + | | STD | CERT | STD | CERT | STI | |
| an salara Salara | @ UL | 0.017 | + | 0.055 | 0.4 | 2.1 | 0.03 | 0.05 | | | 8. | | • | 0.01 | 0.0 | |
| 0 | 50°F & 4K | • | • | * | * | + | * | * | + | | 11. | + | | 0.02 | 0.0 | |
| | | | | | Ore Law (model) | | | | | | | | - | | | |
| CO [g/mi] @ 20°F & 50K | | | NMHC+NOx [g (composite | | | i] CO [g/mi] (composite) | | NMHC+NOx [g/mi] [US06] | | CO [g/mi] [US06] | | NMHC+NOx [g/mi] [SC03] | | CO [g/mi] [SC03] | | |
| - | | | 144 | CERT | STD | CERT | STD | CERT | STD | CERT | STD | CERT | STD | CERT | ST | |
| ERT | 1.7 | SFTP @ 4 | 000 miles | * | * | • | * | 0.01 | 0.40 | 1.8 | 10.5 | 0.01 | 0.31 | 0.6 | 3.5 | |
| STD | 12.5 | SFTP | @ * miles | * | * | • | • | * | • | * | + | * | * | * | | |
| Evaj | porative Far | nily | 3-Days Diu (grams CERT | s/test) @ l | JL | 2-Days Diu (grams CERT | s/test) @ l | JL | (gran | nning L ns/mile) | @ UL | (Re | On-Board covery (g | Refueling rams/gall | on) @ UL | |
| 7FMXR0200GBR | | 38 | 0.58 | 0.90 | | | | TD .15 | CERT | | STD | | CERT | | STD | |
| * | | + | * | | + | | | 0.000 | | 0.05 | | 0.02 | | 0.20 | | |
| | * | | * | * | | * | | * | | | | | * | | * | |
| * | | | | | * | | | | | | | * | | * | | |
| DSTWC=a as recircul C/SC= turt | icable; UL=us d vehicle wei adsorbing TW ation; AIR=se po/super char | C; WU=warr | * passenger ca adjusted LVW; n-up catalyst; njection; PAIR arge air coole | r; LDT=ligh LEV=low OC=oxidizi =pulsed Al | nt-duty truck emission ve ng catalyst; R; MFI= mu | ; MDV=mea chicle; TLEV O2S=oxyge ultiport fuel in | l transitiona sensor; l njection; SF | IO2S=heate | = Emissio /≃ultra LE d O2S; Al | EV; SULI FS/HAF | l System EV=super S=air- fue | r ULEV; TWO | C=3-way ca | atalyst; AFS; EGR | =exhaust | |
| DSTWC=a as recircul C/SC= turt | icable; UL=us d vehicle wei adsorbing TW ation; AIR=se po/super char | C; WU=warr | passenger ca adjusted LVW; n-up catalyst; njection; PAIR arge air coole G=liquefied po | r; LDT=ligi LEV=low OC=oxidizi =pulsed Al r; OBD (F) etroleum ga | nt-duty truck emission ve ng catalyst; R; MFI= mu (P)=full/par as; E85= *8 | ; MDV=med shicle; TLEV O2S=oxyge ultiport fuel in tial on-board 5%" Ethanol | l =transitiona en sensor; l njection; SF I diagnostic Fuel; | ehicle; ECS al LEV; ULE 102S=heate 1=sequential ; DOR=dire | = Emissio /≃ultra LE d O2S; Al MFI; TBI ct ozone i | EV; SULI FS/HAF I=throttle reducing | I System EV=super S=air- fue body inje ; prefix 2= | r ULEV; TW(el ratio senso ection; DGI= =parallel; (2) | C=3-way ca | atalyst; AFS; EGR | ation; =exhaust | |
| DSTWC=a as recircul C/SC= turt compressed | icable; UL=us d vehicle wei adsorbing TW ation; AIR=se po/super char | C; WU=warr | passenger ca adjusted LVW; n-up catalyst; njection; PAIR arge air coole G=liquefied po | r; LDT=ligi LEV=low OC=oxidizi =pulsed Al r; OBD (F) stroleum ga | nt-duty truck emission ve ng catalyst; R; MFI= mu (P)=full/par as; E85= *8 | (; MDV=med hicle; TLEV O2S=oxyge ultiport fuel in tial on-board 5%" Ethanol AR: VE | l =transitiona en sensor; l njection; SF I diagnostic Fuel; | ehicle; ECS al LEV; ULE 102S=heate 1=sequential ; DOR=dire | = Emissio /≃ultra LE d O2S; AI MFI; TBI ct ozone I .S INF | EV; SULI FS/HAF I=throttle reducing | System EV=super S=air- fue body inje ; prefix 2= ATIOI INTE COI (*=N/A A/E | r ULEV; TW(el ratio senso ection; DGI= =parallel; (2) | C=3-way ca r / heated / direct gaso suffix=seri E e; PH | atalyst; AFS; EGR | ation; =exhaust | |
| DSTWC= as recircul C/SC= turt ompressec | icable; UL=u d vehicle wei adsorbing TW ation; AIR=se o/super char Miquefied nat | C; WU=warr | passenger ca idjusted LVW; n-up catalyst; njection; PAIR arge air coole G=liquefied po 200 | r, LDT=iigi LEV=low OC=oxidi2 =pulsed Al r, OBD (F) stroleum g; 7 MOD | nt-duty truck emission ve ng catalyst; R; MFI= mu (P)=full/par as; E85= *8 | ; MDV=mea hhicle; TLEV 02S=oxyge ultiport fuel in tial on-board 5%" Ethanol AR: VE | dium-duty v =transitiona n sensor; H ojection; SF I diagnostic Fuel; HICLE RATIVE | ehicle; ECS al LEV; ULEF 102S=heate 1=sequential ; DOR=dire MODEI | Emissio =utra LE d O2S; Al MFI; TBI t ozone I .S INF | | System EV=super S=air- fue body inje ; prefix 2= ATIOI INTE COI (*=N/A A/E= interm | r ULEV; Tw(ection; DGI= =parallel; (2) N ERMEDIATI IN-USE MPLIANCE or full in-us =exh. / evap. nedlate in-us | C=3-way c2 rr / heated / direct gaso suffix=seri E e; PH e; PH | atalyst; AFS; EGR line fuel inj es; CNG/I | ation; =exhaust ection; .NG= | |
| DSTWC= as recircul C/SC= turt ompressec | icable; UL=us d vehicle wei adsorbing TW ation; AIR=se po/super char //iquefied nat | C; WU=warr | passenger ca adjusted LVW; njection; PAIR arge air coole G=liquefied pa 200 MODE | r; LDT=ligh LEV=low OC=0xidi2 =pulsed Al r; OBD (F) stroleum g 7 MOD | nt-duty truck emission ve ng catalyst; R; MFI= mu (P)=full/par as; E85= *8 | ; MDV=mea hicle; TLEV O2S=oxyge ultiport fuel ir tial on-board 5%" Ethanol AR: VE EVAPO FAN 7FMXR0 | dium-duty v transitiona n sensor, H njection; SF diagnostic Fuel; HICLE RATIVE RATIVE MILY | ehicle; ECS al LEV; ULEY 102S-heart 192S-heart 192S-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire 1925-dire | Emissio =utra LE d O2S; Al MFI; TBI ct ozone I SI ENC SI (1 4 | SINE SINE CRM | A System EV=supeis S=air-fue body inje prefix 2= ATIOI INTE COI (*=N/A A/E= Interm EXH | r ULEV; TW(l ratio senso ection; DGI= =parallel; (2) RMEDIATE IN-USE MPLIANCE A or full in-us =exh. / evap. nedlate in-us | C=3-way ca or / heated / drivect gaso suffix=seri E e; PH e) | atalyst; AFS; EGR line fuel inj es; CNG/I es; CNG/I ASE-IN STD. | ation; =exhaust ection; .NG= | |
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| DSTWC=2 as recircul C/SC= turk mpressee MA FO FO FO | icable; UL=us d vehicle wei adsorbing TW ation; AIR=se oo/super char //iquefied nat //iquefied nat //iquefied nat RD RD RD RD | C; WU=warr condary air in ger; CAC=ch ural gas; LP EXPL EXPL | passenger ca adjusted LVW; njection; PAIR arge air coole G=liquefied pa 200 MODE EXPLOREI EXPLOREI ORER SPOR | r, LDT=lig LEV=low OC=oxidi2 =pulsed Ai r; OBD (F) stroleum g 7 MOD EL R 2WD R 4WD RT TRAC 2 | tt-duty truck emission ve ng catalyst; R; MFI= mu (P)=full/par as; E85=*8: EL YEA | ; MDV=mea bhicle; TLEV O2S=oxyge ultiport fuel in tial on-board 5%" Ethanol AR: VE EVAPO FAN 7FMXR0 7FMXR0 7FMXR0 | Jium-duty v =transitiona in sensor; H igection; SF buel; HICLE RATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE ATIVE AT | ehicle; ECS al LEV; ULEY IO2S=heat Fl=sequential ; DOR=dire MODEL ECS NO. 1 1 1 | Emissio | SINE CORM GINE ZE L) .6 | A System EV=supei S=air-fue body inje prefix 2= ATIOI INTE COI (*=N/A A/E= Intern EXH A A A | r ULEV; TW(I ratio senso ection; DGI= =parallel; (2) RMEDIATI IN-USE MPLIANCE A or full in-us =exh. / evap. nedlate in-us EVA E E E | E e; PH | atalyst; AFS; EGR line fuel inj es; CNG/I IASE-IN STD. SFTP SFTP SFTP | ation; =exhaust ection; .NG= OBD Full Full Full | |