

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	EXHAUST EMISS STANDARD CATEO	USEFUI (mil		INTÉRMÉDIATE IN-USE COMPLIANCE (*=N/A or full in-use; A/E=exh. / evap. Intermediate in-use)		FUEL TYPE					
	 		"LEV II" Low Emis	EXH / ORVR	EVAP	EXH	EVAP	Gasoline (Tier 2 Unleaded)				
2007	7FMXT04.63AB	LDT: 6001-8500# GVW, 3751- 5750# ALVW	Vehicle (LEV II LEV)		120K	150K	*	*				
No.	ECS &		EVAPORATIVE FAMILY (EVAF)					DISPLACEMENT (L)				
1	2TWC, 2H	025(2), SFI, EGR, OBD(F)		7FMXR0240NBR								
•		*							4.6			
+		•				<u> </u>						
		*					X					

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.

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.

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).

That at the request of the manufacturer, LDT models in this test group with an ALVW over 5,750 pounds are certified to, and shall be required to comply with, the SFTP emission standards applicable to LDT under 5,750 pounds ALVW.

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 \_\_\_\_\_6<sup>24</sup> day of June 2006.

Raphael Samainty

Allen Lyons, Chief Mobile Source Operations Division

California Environmental Protection Agency AIR RESOURCES BOARD

Θ

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

\*

\*

.

\*

4.6

4.6

1

1

SFTP

SFTP

Full

Full

## 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 @ AVERAGE [g/mi] CH4 R		AF = *	F = NMOG or HCH		CH4=methane; NM0G=non-CH4 organic gas; NMHC=non-CH4 hydrocarbon; CO=carbon monoxide; NOx=oxides of nitrogen; CH4=methane; NM0G=non-CH4 organic gas; NMHC=non-CH4 hydrocarbon; CO=carbon monoxide; NOx=oxides of nitrogen; HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=particulate malter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3 day diurnal+ HCHO=formaldehyde; PM=parter; RAF=reactivity adjustment factor; 2/3 D [g/test]=2/3												
CERT	STD	NMOG	NMHC	STD	ml=mile; K	=1000 miles:	NOx [g/mi]		Н	HCHO [mg/mi]		PM [g					
			CERT			CO [g/mi]		CERT STD		RT	STD		RT	STD	CERT	STD	
0.055	0.055	[g/mi]	[g/mì]		CERT			0.05	,		15.	-		*	0.02	0.07	
ere se	@ 50K	0.046	*	0.075	1.2	3.4	0.03		-+		18.			*	0.04	0.09	
	QUL	0.062	*	0.090	2.3	4.2	0.05	0.07						•	*		
(d	50°F & 4K	*	+	*	•		*				_				CO (	almil	
e e e e e e e e e e e e e e e e e e e	501 a 411			NMHC+NC	v lamil	CO (g	/mil	NMHC	+NÖx		:O [g/m	]		C+NOx		g/m) :03]	
CO [g/ml]		(compos				osite) [g/mi] [USC		US06]	306] <u>[US</u>			[g/mi] [SC03]					
		취직을 위한 것을 알고 있었다. 특히 전 전 것은 것 같아요.				——— i			STD	CE	EDT ST	TD	CERT	STD	CERT	STD	
@ 20°F	& 50K			CERT	STD	CERT	STD	CERT	้อเบ่		·   •						
		$s=1, \ldots, s_{n-1} \in \mathbb{R}$	un in sin 79 the		+			0.01	0.40	7.	1 1	0.5	0.00	0.31	0.3	3.5	
ERT	2.1		000 miles	*	<u>.</u>	*		*	*	+ •		*	*	*	*	•	
STD	12.5	SFTP	@ * miles	1	•				_				1			lanor	
			a Davis D	iurnal + Ho	Soak	2-Days Diu	irnal + Ho	ot Soak	I	Runnii	ng Loss			On-Board	d Refueling \ grams/gallor	1 @ UL	
			3-Days D	ns/test) @ l		(gram	s/test) @	UL	(gr	ams/n	nile) @ l	12	Ke				
Eva	aporative Fa	mily						STD	CEF	रा	STD		CERT			STD	
			CERT	CERT STI					0.00		0	0.05		0.07		0.20	
7FMXR0240NBR		BR	0.36	0.90		0.33	1.15		*					*		•	
*					·					<u> </u>		*		*			
			+	* *		-		*									
				+				*									
	*					k: MDV⇒me		* vehicle; E	CS= Emi	ssion C	ontrol Sy	stem; S	TD≖ Star	ndard; CE	RT= Certificat	ion;	
LVW=loa ADSTWC gas recirc	plicable; UL= ded vehicle w	WC; WU=wa secondary air	C=passenger =adjusted LV rm-up catalys r injection; PA =full/partial c =*85%" Ethan	st, OC=oxidiz AIR=pulsed A on-board diag ol Fue!	ht-duty truct emission v ing catalyst IR; MFI= m nostic; DO	k; MDV=me ehicle; TLE\ t; O2S=oxyg nultiport fuel R=direct oz	injection; one reduci	vehicle; E nal LEV; U ; HO2S=he SFI=sequer ing; prefix 2	CS= Emie LEV=ultra ated O2S ntial MFI; eparallel	ssion C a LEV; 5; AFS/ TBI≍th ; {2} su	ontrol Sy SULEV= HAFS=ai rottle boo ffix=serie	stem; S super U r- fuel ra ly inject s; CNG		An turbo	RT= Certificat catalyst; d AFS; EGR= /super charger ed/liquefied na		
LVW=loa ADSTWC gas recirc	plicable; UL= ded vehicle w =adsorbing T culation; AIR=	WC; WU=wa secondary air	C=passenger =adjusted LV rm-up catalys r injection; PA =full/partial c =*85%" Ethan	st, OC=oxidiz AIR=pulsed A on-board diag	ht-duty truct emission v ing catalyst IR; MFI= m nostic; DO	k; MDV=me ehicle; TLE\ t; O2S=oxyg nultiport fuel R=direct oz	injection; one reduci	vehicle; E nal LEV; U ; HO2S=he SFI=sequer ing; prefix 2	CS= Emie LEV=ultra ated O2S ntial MFI; eparallel	ssion C a LEV; 5; AFS/ TBI≍th ; {2} su	ontrol Sy SULEV= HAFS=ai rottle boo ffix=serie	stem; S super U r- fuel ra y inject s; CNG	MEDIA	SC≠ turbo compresse	louner charget		
LVW=loa ADSTWC gas recirc CAC=cha LPG=liqu	plicable; UL= ded vehicle w =adsorbing T culation; AIR=	WC; WU=wa secondary air	C=passenger =adjusted LV rm-up catalys =full/partial c =full/partial c =*85%" Ethan	st, OC=oxidiz AIR=pulsed A on-board diag ol Fue!	ht-duty truct emission v ing catalyst IR; MFI= m nostic; DO	k; MDV=me ehicle; TLEY t; O2S=oxyg IIItiport fuel R=direct ozz	injection; one reduci	E MOD	CS= Emit LEV=ultr ated O2S ntial MFI; Peparallel	ssion C a LEV; S; AFS/ TBI≍th ; {2} su	ontrol Sy SULEV= HAFS=ai rottle boo ffix=serie	stem; S super U r- fuel ra y inject s; CNG INTER IN COM (*=N/A c A/E=	on; TC/S /LNG= C	TE E use; p.	louner charget		
LVW=loa ADSTWC gas recirc CAC=cha LPG=liqu	plicable; UL: ded vehicle w :adsorbing T culation; AIR= arge alr cooler lefied petroler	WC; WU=wa secondary air	C=passenger =adjusted LV rm-up catalys =full/partial c =full/partial c =*85%" Ethan	st; OC=oxidiz IIR=pulsed A on-board diag of Fuel	ht-duty truct emission v ing catalyst IR; MFI= m nostic; DO	k; MDV=me ehicle; TLEY t; O2S=oxyg IIItiport fuel R=direct ozz	en sensor injection; s one reduci EHICL ORATIVE	E MOD	CS= Emir LEV=ultri ated O25 ntial MFI; =parallel	ssion C a LEV; 5; AFS/ TBI=th ; (2) su NFO ENGIN SIZE	ontrol Sy SULEV= HAFS=ai rottle boo ffix=serie	stem; S super U r- fuel ra y inject s; CNG INTER IN COM (*=N/A c A/E=	MEDIA MEDIA I-USE PLIANC r full in-1 xh. / eva diate in-1	TE E use; p.	/super charges ed/liquefied na	tural gas	
LVW=loa ADSTWC gas recirc CAC=cha LPG=liqu	plicable; UL= ded vehicle w =adsorbing T culation; AIR= arge air cooler lefied petroleu	WC; WU=wa secondary air	C=passenger =adjusted LV injection; PA =full/partial c =85%" Ethan 20	st: OC=oxidiz NR=pulsed A n-board diag ol Fuel DO7 MOI	ht-duty truc emission v ing catalys IR; MFI= m nostic; DO	k; MDV=me ehicle; TLEN; (2SS=coxyg uultiport fuel R=direct oz AR: V	en sensor injection; s one reduci EHICL ORATIVE	vehicle: E nal LEV: V SFI-sequet ng; prefix 2 E MOD	CS= Emir LEV=ultri ated O25 ntial MFI; =parallel	ssion C a LEV; 5; AFS/ TBI=th ; (2) su NFO ENGIN SIZE	ontrol Sy SULEV= HAFS=ai rottie boc ffix=serie	stem; S super U r- fuel ra y inject s; CNG INTER INTER INTER (*=N/A c A/E=e interme	MEDIA MEDIA I-USE PLIANC r full in-1 xh. / eva diate in-1	TE SE use; p. use)	/super charges ed/liquefied na	tural gas	
LVW=loa ADSTWC gas recirc CAC=chc LPG=liqu	plicable; UL: ded vehicle w :adsorbing T culation; AIR= arge alr cooler lefied petroler	WC; WU=wa secondary air	E=passenger =adjusted LV m-up catalyy rinjection; PA =full/partial c =85% Ethan 20 85% Ethan 20 55% Ethan 20 55% Ethan 20 55% Ethan	st; OC=oxidiz IIR=pulsed A on-board diag of Fuel	ht-duty troc emission v ing catalys IR; MFI= m nostic; DO	k; MDV=me ehicle; TLEN; (22S=coxyg hultiport fuel R=direct oz/ AR: V EVAP F/ F/ 7FMXI	en sensor injection; s one reduci EHICL ORATIVE	R	CS= Emin LEV=ultr anted O225 ntial MFI; Peparallel DELS I CS IO.	ssion C a LEV; 3; AFS/ TBI=th ; (2) su NFO ENGIN SIZE (L)	ontrol Sy SULEV= HAFS=ai rottle boc ffix=serie	stem; S super U fuel r y inject s; CNG INTER IN COM (*=N/A c A/E=c interme EXH	MEDIA MEDIA I-USE PLIANC r full in-1 xh. / eva diate in-1	TE TE E use; p. use) VAP	/super charges ad/liquefied na PHASE-IN STD.	tural gas	

7FMXR0240NBR

7FMXR0240NBR

F-150 SUPER CREW PICKUP 2WD

F-150 SUPER CREW PICKUP 4WD

FORD

FORD