California Environmental Protection Agency		EXECUTIVE ORDER A-008-0225
AIR RESOURCES BOARD	BAYERISCHE MOTOREN WERKE AG	New Passenger Cars, Light-Duty Trucks

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	USEFUL LIFE (miles)	INTERMEDIATE IN-USE COMPLIANCE (*=N/A or full in-use A/E=exh./ evap. intermediate in-use	
2008	8BMXV03.0N51	Passenger Car	"LEV II" Super Uitra Low Emission Vehicle (LEV II SULEV)	EXH / ORVR EVAP 150K 150K	• •	Gasoline
No.		ECIAL FEATURES	EVAPORATIVE		South Interaction Con-	CEMENT (L)
1	2WU-TWC,2TWC, 2HAFS	,2HO2S, SFI, AIR, DOR, OBD(P)	8BMXR	01 41N5 1		
*		A		k		3
*		*				
*	······	*		-		

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).

BE IT FURTHER RESOLVED:

That the listed vehicle models are granted a partial zero-emission-vehicle (PZEV) allowance of 0.2 pursuant to 13 CCR Section 1962 (c)(2).

BE IT FURTHER RESOLVED:

The listed vehicle models are granted a 0.005 g/mi NMOG credit for all certification and in-use testing pursuant to 13 CCR Section 1961(a)(12) [direct ozone reduction].

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 27 day of September 2007.

Annette Hebert, Chief Mobile Source Operations Division

California Environmental Protection Agency Θ AIR RESOURCES BOARD

BAYERISCHE MOTOREN WERKE AG

EXECUTIVE ORDER A-008-0225

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

٠

		HAUST			TIVE E			NDARD	S AND C						
				ehicles, th							· -		line test fu		
NMOG AVERAG	iE [g/mi]		AF = *	NMOG or NMHC	HCHO=for	maldehyde; P	M=particula	ite matter; RA	F=reactivity ac	ustment facto	r; 2/3 D (g/t	est)=2/3 da	: NOx≃oxides ay diurnal+ =gram; mg=mil		
CERT STD 0.037 0.040		CERT CE	NMHC CERT	STD	ml=mile; M	ml=mile; K=1000 miles; F=d CO [g/mi]					deral test procedure			/ NOx [g/mf]	
0.037		[g/mi]	[g/mi]	[g/mi]	CERT	STD	CERT	STD	CERT		CERT	STD	CERT	STD	
	@ 50K	*	*	*	*	*	*	*	*	*	*	*		*	
	@ UL 3 50°F & 4K	0.005	*	0.010	0.4	1.0	0.01	0.02	*	4. B.		0.01	0.0003	0.03	
		0.010		NMHC+NC		CO [g		NMHC+N		0. [g/mī]	NAR	C+NOx		[g/mi]	
CO [[Marthur S. S. Comp. 7 A		(comp		(compo		[g/mi] [US		[US06]				<u>[9</u> /m]	
@ 20°F	& 50K			CERT	STD	CERT	STD	CERT	STD CEF	T STD	CERT	STD	CERT	STD	
ERT	1.5	SFTP @ 4	000 miles	*	+		*	0.004).14 0.3	8.0	0.001	0.20	0.2	2.7	
STD	10.0		@ * miles	*	*	*	*	*		*		*	*	•	
Eva	porative Fa	mliy	3-Days Diurnai + Hot t (grams/test) @ UL						Runnin (grams/m				Board Refueling Vapor /ery (grams/gallon) @ UL		
			CERT	SI	rD .	CERT		rD	CERT			CERT		STD	
88	MXR0141N	51	0.15		35	•	0.5:		0.02	0.05		0,03		0.20	
	*		*			*	· ·	*	•	*		*		*	
*															
VW=loade DSTWC= as recircu	ed vehicle we adsorbing TV lation; AIR=s	aight; ALVW≍ VC; WU≕wan econdary air i	adjusted LVW π-up catalyst; injection; PAII	ar; LDT=ligh V; LEV=low e ; OC=oxidizin R=pulsed All	t-duty truck emission ve ng catalyst; R; MFI= mi	ehicle; TLEV: ; O2S=oxyge ultiport fuel ir	flum-duty vi =transitiona en sensor; H njection; SF	I LEV; ULEV IO2S=heated I=sequential	'≠ultra LEV; S I O2S; AFS/H MFI; TBI≂thra	ULEV=super AFS=air- fue ttle body inje	ULEV; TM ratio sens ction; TC/S	/C=3-way or / heate SC= turbo/	d AFS; EGR= /super charge	≈exhaust r;	
VW=loade ADSTWC= as recircu AC=charg	ed vehicle we adsorbing TV lation; AIR≃s ge air cooler;	aight; ALVW≍ VC; WU≕wan econdary air i	* =passenger c adjusted LVM m-up catalyst; njection; PAI fuil/partial on 85%" Ethanol	ear; LDT=ligh V; LEV=low e ; OC=oxidizi R=pulsed All -board diago I Fuel	* emission ve ng catalyst; R; MFI= mu ostic; DQI	* s; MDV=mec ehicle; TLEV; cozs=oxyge ditiport fuel in R=direct ozor AR: VE	fium-duty vo =transitiona in sensor; H njection; SF ne reducing	ehicle; ECS- I) LEV; ULEV (D2S=heater I=sequential ;; prefix 2=pa MODEL	Emission Co =ultra LEV; S I O2S; AFS/H MFI; TBI=thra	* htrol System; ULEV=super AFS=air- fue ttle body inje x=series; Ch KMATIOI INTE CO	ULEV; TM ratio sens ction; TC/S IG/LNG= c IG/LNG= c IG/LNG= c IN-USE IN-USE	* Indard; CE /C=3-way or / heata SC= turbo/ compresse	catalyst; d AFS; EGR= /super charger ed/liquefied na	∗ tion; ≈exhau st r;	
VW=loade DSTWC= las recircu CAC=charg PG=lique	ed vehicle we adsorbing TV lation; AIR≃s ge air cooler;	eight; ALVW= VC; WU=warr econdary air i OBD (F)/(P)=	* =passenger c adjusted LVM m-up catalyst; njection; PAI fuil/partial on 85%" Ethanol	ar; LDT=ligh V; LEV=low 6 ; OC=oxidizi R=pulsed All -board diago I Fuel 08 MOD	* emission ve ng catalyst; R; MFI= mu ostic; DQI	* s; MDV=mec ehicle; TLEV; cozs=oxyge ditiport fuel in R=direct ozor AR: VE	lium-duty ve =transitiona in sansor, H isetton; SF me reducing CHICLE	ehicle; ECS= I LEV; ULEV IQ2S=heater I=sequential I; prefix 2=pa	Emission Co Fultra LEV; S i O2S; AFS/H MFI; TBI=thr(rallel; (2) suff	* htrol System, ULEV=super AFS=air-fue ttile body inje x=series; Ch XMATIOI INTE INTE COI (*=N/A A/E:	ULEV; TM ratio sens ction; TC/S IG/LNG= c N RMEDIA N-USE MPLIANC or full in-u- rexh. / evaj ediate in-u	* ndard; CE /C=3-way or / heate SC= turbo compresse FE FE Ise; 5.	catalyst; d AFS; EGR= /super charger	* tion; exhaust r; tiural gas;	
VW=loadd DSTWC= las recircu CAC=charg PG=liquei	ed vehicle we adsorbing TV lation; AIR=s ge air cooler; fied petroleur	eight; ALVW= VC; WU=warr econdary air i OBD (F)/(P)=	* =passenger c adjusted LVM n-up catalyst njection; PAII full/partial on 85%" Ethanol 201	ar; LDT=ligh Y; LEV=low é ; OC=oxidizi ; OC=oxidizi Poalsed All -board diago I Fuel 08 MOD	* emission ve ng catalyst; R; MFI= mu ostic; DQI	* c; MDV=mec shicle; TLEV; (225=oxyge ultiport fuel ir R=direct ozor AR: VE EVAPO FAM	lium-duty ve =transitiona in sansor, H isetton; SF me reducing CHICLE	ahicle; ECS= () LEV; ULEV ()O2S=heafed I=sequential (; prefix 2=pa MODEL	Emission Co =ultra LEV; S (225; AFS/H MFI; TBI=thra rallel; (2) suff S INFOF ENGINE SIZE	* htrol System, ULEV-super AFS-air-fue ttile body inje x=series; Ch XMATIOI INTE INTE COI (*=N/A A/E: interm	ULEV; TM ratio sens ction; TC/S IG/LNG= c IG/LNG= c IRMEDIAT IN-USE IPLIANC or full In-L sexh. / eval ediate In-U	* ndard; CE (C=3-way or / heate CC= turbo compresse fE FE E Ise; ise; ise; ise;	catalyst; d AFS; EGR= /super charge ed/liquefied na	* rexhaust r, utural gas;	
VW=load. DSTWC= as recircu: AC=charg PG=lique	ed vehicle we radsorbing TV lation; AIR=s ge air cooler; fied petroleur	eight; ALVW= VC; WU=warr econdary air i OBD (F)/(P)=	* adjusted LVM m-up catalyst; njection; PAII afull/partial on 85%* Ethanol 200	ar; LDT=ligh V; LEV=low c ; OC=oxidizi R=pulsed All -board diago I Fuel 08 MOD DEL	* emission ve ng catalyst; R; MFI= mu ostic; DQI	* ; MDV=mec ehicle; TLEV: ; O2S=oxyge ultiport fuel in R=direct ozon AR: VE EVAPO FAM 8BMXR	ium-duty ve =transitione in sensor, H njection; SF ne reducing HICLE	ehicle; ECS- II LEV; ULEV IO2S=heater I=sequential ;; prefix 2=pa MODEL ECS NO.	Emission Co =ultra LEV; S O2S; AFS/H MFI; TBI=thra rallel; (2) suff ENGINE SIZE (L)	* htrol System; ULEV-super AFS=air- fue ttle body inje x=series; Ch RMATIOI INTE COI (*=N/A A/E: interm EXH	ULEV; TM ratio sens ction; TC/S IG/LNG ≈ c IG/LNG ≈ c NPLIANC N-USE MPLIANC N-USE MPLIANC • c full In- • exh. / evaj ediate In-u-	* ndard; CE /C=3-way or / heate SC= turbo/ compresse FE E se; 5. (AP	catalyst; d AFS; EGR= 'super charge ed/liquefied na PHASE-IN STD.	* exhaust r; tural gas; OBD I	
VW=load. DSTWC= as recircu. AC=charg PG=lique M. B B	ed vehicle we adsorbing TV lation; AIR=s ge air cooler; fied petroleur AKE	eight; ALVW= VC; WU=warr econdary air i OBD (F)/(P)=	* =passenger c adjusted LVM m-up catalyst; nijection; PAII ifull/partial on 85%" Ethanol 201 MOD MOD	ar; LDT=ligh y; LEV=low 6 ; OC=oxidiz; R=pulsed All -board diago I Fuel 08 MOD DEL DEL	* emission ve ng catalyst; R; MFI= mu ostic; DQI	* c; MDV=mec ehicle; TLEV- ; O2S=oxyge ultiport fuel in R=direct ozor AR: VE EVAPO FAM 8BMXR: 8BMXR:	ilum-duty vi =transiliona in sensor, H ijection; SF ne reducing HICLE RATIVE MILY	Hidle; ECS I LEV; ULEV 102S=heafer I=sequential ; prefix 2=pa MODEL ECS NO.	Emission CC =ultra LEV; S O2S; AFS/H MFI; TBI=thr rallel; (2) suff ENGINE SIZE (L) 3	* htrol System, ULEV-super AFS-air-fue ttile body inje x=series; Ch INTE COI ('=N/A A/E: intern EXH *	ULEV; TM ratio sens ction; TC/S IG/LNG= c RMEDIA [*] IN-USE MPLIANC or full in-L rexh. / eval ediate in-U	* ndard; CE (C=3-way or / heate SC= turbo/ compresse FE E (Se; 5-) (Se) (AP *	catalyst; d AFS; EGR= 'super charge ed/liquefied na PHASE-IN STD. SFTP	* tion; exhaust r; tural gas; OBD I Partia Partia	
VW=loadd DSTWC= as recircu: AC=charg PG=liquel M. B B B	ed vehicle we radsorbing TV lation; AIR=s ge air cooler; fied petroleur AKE MW	eight; ALVW= VC; WU=warr econdary air i OBD (F)/(P)=	* =passenger c adjusted LVM n-up catalyst; njection; PAII fuli/partial on 85%" Ethanol 201 MOD 328 328Ci CON	ar; LDT=ligh V; LEV=low c ; OC=oxidizi socard diagr I Fuel 08 MOD DEL DEL ICI	* emission ve ng catalyst; R; MFI= mu ostic; DQI	* ; MDV=mec ; O2S=oxyge ultiport fuel ir R=direct ozor AR: VE EVAPO FAM 8BMXR 8BMXR	Jium-duty vi =transiliona in sensor; H ijection; SF me reducing HICLE RATIVE MILY 0141N51	Hicle; ECS= 11 LEV; ULEV 102S=hearler I=sequential ; prefix 2=pa MODEL ECS NO. 1 1	Emission Co =ultra LEV; S (O2S; AFS/H MFI; TBI=thra rallel; (2) suff S INFOF ENGINE SIZE (L) 3 3	* trol System; ULEV=super ULEV=super ttle body inje x=series; Ch INTE INTE COI ('=NA A/E: Inter EXH * * * * * * * * * * * * * * * * * * *	ULEV; TM ratio sens ction; TC/S IG/LNG= c N RMEDIA [*] IN-USE MPLIANC or full in-t- exh. / evap ediate in-t EV	* ndard; CE (C=3-way or / heate SC= turbo/ compresse FE Ese; ise; /AP * * * *	catalyst; d AFS; EGR= 'super charge ed/liquefied na PHASE-IN STD. SFTP SFTP	* tion; exhaust r; tural gas; OBD II Partial Partial	
VW=loadd ADSTWC= jas recircu AC=charg PG=lique M. B B B B	ed vehicle we adsorbing TV lation; AIR=s ge air cooler; fied petroleur AKE MW	eight; ALVW= VC; WU=warr econdary air i OBD (F)/(P)=	* =passenger c adjusted LVM m-up catalyst; njection; PAII full/partial on 85% Ethanol 201 MOD 328 328Ci CON	ar; LDT=ligh V; LEV=low 6 ; OC=oxidizi R=pulsed All -board diago I Fuel 08 MOD DEL DEL VERTIBLE Cxi 8i	* emission ve ng catalyst; R; MFI= mu ostic; DQI	* c; MDV=mec ehicle; TLEV: (225=oxyge ultiport fuel in R=direct ozon AR: VE EVAPO FAM 8BMXR: 8BMXR: 8BMXR:	ium-duty vi =transiliona m sansor, H ijection: SF ne reducing HICLE RATIVE AILY 0141N51 0141N51	Hicle; ECS= () LEV; ULEV () D2S=heafed I=sequential ;; prefix 2=pa MODEL ECS NO. 1 1 1	Emission CC Fultra LEV; S OZS; AFS/H MFI; TBI=thr rallel; (2) suff ENGINE SIZE (L) 3 3 3	* trol System; ULEV=super AFS=air-fue tttle body inje x=series; Ch RMATIOI INTE COI (*=N/A A/E: Interm EXH * * * * * *	ULEV; TM ratio sens ction; TC/S IG/LNG≈ c N RMEDIA [*] IN-USE MPLIANC or full In- t-use Ev Ev	* ndard; CE (CC=3-way or / heata SC= turbo/ scompresse FE E Isse; * * * * * * * * * * * * * * * * *	catalyst; d AFS; EGR= 'super charse ed/liquefied na PHASE-IN STD. SFTP SFTP SFTP	∗ tion; ≈exhau st r;	