California Environmental Protection Agency FORD MOTOR COMPANY New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles			
	California Environmental Protection Agency AIR RESOURCES BOARD	FORD MOTOR COMPANY	New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles

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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; th. / evap. liate in-use}	FUEL TYPE	
		LDT: 6001-8500# GVW, 5751-	USEPA Bin 4	EXH / ORVR	EVAP	EXH	EVAP	Flexible Fuel: Ethanol (E85)/	
2011	BFMXT05.44BC	8500# ALVW	Counted as ARB LEV2 ULEV	120K	150K	*	•	Gasoline (Tier 2 Unleaded)	
No.		SPECIAL FEATURES	EVAPORATIVE	FAMILY (EV		DISPLACEMENT (L)			
1	2TWC, 2H/	AFS,2HO2S, SFI, OBD(P)	BFMXRO	265NBC					
•		*	•			5.4			
•		•		n					
•		4		•			<u>.</u>		

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, 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:

The test group listed in this Executive Order is certified conditionally on the manufacturer providing test data to determine the greenhouse gas (GHG) emissions for the listed test group, expressed in grams per mile of carbon dioxide-equivalent (g/mi CO2-e), as required in section E.2.5.2 of the California Exhaust Emission Standards and Test Procedures for 2001 (g/mi CO2-e), as required in section E.2.5.2 of the California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, as amended August 4, 2005 (the Test Procedures). Manufacturer shall provide the required data within 45 days after the date of the Executive Order unless (a) an extension is granted by the Executive Officer, or (b) the manufacturer demonstrates to the satisfaction of the Executive Officer that it is exempt from determining GHG emissions for the listed test group under section E.2.5.3 (Intermediate Volume Manufacturers) or E.2.5.4 (Small Volume Manufacturers) of the Test Procedures. Failure to comply with the certification requirement to determine the GHG emissions for the listed test group may be cause for the Executive Officer to revoke the Executive Order. Vehicles in the revoked Executive Order shall be deemed uncertified and subject to penalties authorized under California law. Notwithstanding the requirement therein, the manufacturer is not required to determine GHG emissions for any medium-duty vehicles in the listed test group that are not medium-duty passenger determine GHG emissions for any medium-duty vehicles in the listed test group that are not medium-duty passenger vehicles.

BE IT FURTHER RESOLVED:

The listed vehicle models are federally certified, and are certified under the provisions of 13 CCR Section 1961(a)(14) and the incorporated test procedures.

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 July 2010.

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Annette Hebert, Chief Mobile Source Operations Division

California Environmental Protection Agency **AIR RESOURCES BOARD**

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FORD MOTOR COMPANY

EXECUTIVE ORDER A010-1624

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

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 fue).

	G FLEET Age [g/mi]	CH4 I	CEPT NMOG OF												
CERT	STD	NMOG			STD mi=mile; K=1000 miles; F=degrees Fahrenheit; SFTP=supplemental federal test procedure										
0.039	0.043	CERT [ɑ/mī]	CERT [g/m]]		CO	CO [g/mi]		: [g/mi]	HČ	HO [mg	/mi]	PM (g/		Hwy N	Ox (g/mi)
and of a set	0 501/	[39-111]	(39mm)		CERT	STD	CERT	STD	CEF	रा इ	STD	CERT	STD	CERT	STD
	@ 50K	0.032					•	*			•	*	*	*	*
	@UL	(0.032)	•.	0.070 (0.070)	0.9 (1.4)	2.1 (2.1)	0.01 (0.01)	0.04 (0.04)			11 11)	•	0.01	0.005	0.05
	@ 50°F & 4K	*	*	*	*	*	*	(0.04)	+ +			•	(0.01)	(0.003)	(0.06
CO [g/ml]				NMHC+N (comp		CO [g/mi] (composite)		NMHC+ [g/m]] [U			[g/ml] 506]	NMHC+NOx [g/ml] [SC03]			
@ 201	F & 50K	19.152		CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD
ERT	(3.5)	SFTP @ 4	000 miles	*	*	*	•	(0.02)	(0.6)	(0.6)	(11.8)	(0.02)	(0.44)	(1.0)	(4.0)
STD	(12.5)	SFTP	@* miles	(0.03)	(1.40)	•	٠	*	*	(0.8)	(19.3)	+ 10.0-0	*	(1.2)	(6.4)
Evi	aporative Far	nily	3-Days Diu (grama	irnal + Hoi s/test) @ L	Soak 2-Days Diumai + Hot So					unning L ms/mile)	.085	C Rec	in-Board overy (gi	Refueling rams/galio	Vepor
			CERT	S	то	CERT	SI	D	CERT	•	STD		CERT		
Bi	FMXR0265NE	BC .	0.37 0.90		90	0.53	1.1	15	0.001		0.05		0.05		0.20
	+		*	* *		*		<u> </u>	*		•		*		*
*				* *			1				-		•		
	•		•		•	*			*		*		*		*
	* plicable; UL=us led vehicle wei		* =passenger ca	r; LDT=ligh	t-duty truck	* ; MDV=me	dium-duty ve	shicle; ECS	* = Emissk		* I System;		lard; CER		* * ion;
DSTWC	*	C; WU=warr condery air i DBD (FV(P)=	* adjusted LVW; n-up catalyst; njection; PAIR full/partial on-t 85%" Ethanci	r; LDT=igh LEV=low e OC=oxidizii =puised All poard diegn Fuel	t-duty truck mission ve ng catalyst; R; MFI= mu ostic; DOF	() MDV=me hicle; TLEV Dis=oxyge illiport fuel in t=direct ozo AR: VE	dium-duty ve =transitiona en sensor; H ne reducing EHICLE	shicle; ECS LEV; ULEY O2S=heate =sequential ; prefix 2=pa	* = Emissk /=ultra L d O2S; A MFI; TE araliei; (2 .S INI	EV; SULI AFS/HAFS II=throttle Suffix=s FORM	* I System; V≃super Seair-fuel body injec ertes; CN ATION INTE!	ULEV; TWC ratio sensor zion; TC/SC G/LNG= col I RMEDIATE N-USE	* =3-way cz = turbo/su npressed/	italyst; \FS; EGR=	* ion; exhaust
DSTWC: as rècirc. AC=char PG=lique M	* plicable; UL=us jed vehicie wei radsorbing TW ulation; AIR=se rge all cooler; (offed petroleum	C; WU=warr condery air i DBD (FV(P)=	* adjusted LVW; n-up catalyst; njection; PAIR full/partial on-t 85%" Ethanci	r; LD7=ligh LEV=low e OC=oxidizil pused All board diagn Fuel	t-duty truck mission ve ng catalyst; R; MFI= mu ostic; DOF	() MDV=me hicle; TLEV Dis=oxyge illiport fuel in t=direct ozo AR: VE	dium-duty ve =transitiona en sensor; H ne reducing EHICLE	shicle; ECS LEV; ULEY O2S=heate =sequential ; prefix 2=pa	* = Emissek /=ultra L d O2S; A MFI; TE arallel; (2 .S INI EN 8	EV; SULI \FS/HAF: =throttle !) suffix=s	* I System; EV=super S=air-fuel body injec eries; CN ATION INTEL CON (*=N/A AZE=	ULEV; TWC ratio sensor zion; TC/SC G/LNG= cor I RMEDIATE	lard; CER =3-way cs / heated / = turbo/su npressed/	italyst; \FS; EGR=	* ion; exhaust
DSTWC: as rèciro. AC=char PG≕lique M	* plicable; UL=us led vehicle wei *adsorbing Twi wlation; AIR=se rge alr cooler; C sfied petroleum	(C; WU=warr condary air i DBD (F)/(P)= gas; E85=**	* * * * * * * * * * * * * *	r; LDT=ligh LEV=low 6 OC=oxidi2 =pulsed All poard diagn Fuel 1 MOD	t-duty truck mission ve ng catalyst; R; MFI= mu ostic; DOR	* MDV=me hicke; TLEV O28=oxyge illiport fuel in R=direct ozo AR: VE EVAPC FAI	dium-duty ve =transitiona en sensor; H ne reducing EHICLE	ehicle; ECS LEV; ULEP O2S=heate =sequential ; prefix 2=pa MODEL	= Emissie /=utra L d O2S; A MFI; TE uraliei; (2 .S INI EN 8	EV; SULI AFS/HAFS III=throttle Sulfix=s FORM GINE	* I System; EV=super S=air-fuel body injec eries; CN ATION INTEL II CON (*=N/A AZE= Interme	ULEV; TWC ratio sensor ration; TC/SC G/LNG= co G/LNG= co G/LNG= co FUE N-USE IPLIANCE or full In-use ach. / evep. cdiate in-use	lard; CER =3-way cs / heated / turbo/sumpressed/ npressed/	Italyst; NFS; EGR= per charger liquefied nat	* ion; exhaust jural gas;
DSTWC: as rècirc. AC=char PG≃lique Mi	* plicable; UL=us jed vehicie wei radsorbing TW ulation; AIR=se rge all cooler; (offed petroleum	(C; WU=warr condary air i DBD (F)/(P)= gas; E85="	* * * * * * * * * * * * * *	r; LDT=ligh LEV=low e OC=oxidizil pused All poard diegn Fuel 1 MOD	t-duty truck mission ve ng catalyst; R: MFI= mu ostic; DOP	* MDV=me hicle; TLEV O28=oxyge liliport fuel in R=direct ozo AR: VE EVAPC FAI BFMXR(dium-duty ve =transitiona in sensor; H njection; SFI ne reducing EHICLE RATIVE WILY	MODEL	= Emissik /=ultra L d O2S; A MFI; TE araliei; (2 .S INI EN 8	EV; SULL IFS/HAFS I=throtbe Suffix=s FORM GINE IZE (L)	I System; Sv=super S=sir-fuel body inject eries; CN ATION INTE! II CON ('=N/A AT== Interme EXH	ULEV; TWC ratio sensor ratio: TC/SC G/LNG= col RMEDIATE N-USE IPLIANCE or fuil In-use with / svep. odiate in-use EVA	lard; CER =3-way cc / heated / = turbo/su npressed/	italyst; FS; EGR= per charger iquefied nat	kon; exhaust ; ural gas; OBD I
Nicolas récircu AC-echar PG=lique Mi LiN	* plicable; UL=us led vehicie wei resdsorbing TW ulation; AIR=se rge air cooler; C sfied petroleum IAKE	(C; WU=warr condary air i DBD (F)/(P)= gas: E85="	* * * * * * * * * * * * * *	r; LDT=ligh LEV=low c CC=oxidizin =pulsed All poard diagn Fuel 1 MOD	t-duty truck omission ve ng catalyst; R; MFI= mu oostic; DOF EL YEA	* MDV=me hicle; TLEV 028=oxyg illiport fuel in R=direct ozo AR: VE EVAPC FAI BFMXR(BFMXR(dium-duty ve =transitiona en sensor; H nijection; SFI ne reducing EHICLE DRATIVE WILY	MODEL ECS NO.	Emissik /=utra L d O2S; A MFI; TB araliei; (2 .S INI EN 8	EV; SULL IFS/HAFS Interforce Suffices FORM GINE JZE (L) 5.4	I System; EV=super S=air-fuel body injec eries; CN ATION INTEI II CON (*=N/A A/E= Interme EXH	ULEV; TWC ratio sensor ratio: TC/SC G/LNG= co CONTRACTION RMEDIATE N-USE IPLIANCE IPLIANCE or full in-use exh. / evep. collate in-use EVA	s; P	ttalyst; LFS; EGR= per charger liquefied nat IASE-IN STD. SFTP	* kon; exhaust ural gas; OBD I