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-I COMP (*=N/A or A/E=ext	EDIATE USE LIANCE full in-use; 1, / evap. ate in-use)	FUEL TYPE			
		Passenger Car	"LEV II" Ultra Low Emission Vehicle (LEV II	EXH / ORVR	EVAP	EXH	EVAP	Gasoline			
2012	CTYXV02.4BEB		ULEV)	120K	150K	*					
No.		ECIAL FEATURES	EVAPORATIVE					DISPLACEMENT (L)			
1	WU-TWC,TWC,	AFS,HO2S, SFI, OBD(F)	CTYXRO	115P12							
•		*					2.4				
•	······································	*					.	~			
•		*									

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 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 vehicles.

BE IT FURTHER RESOLVED:

Vehicles certified under this Executive Order shall not be introduced into commerce before January 2, 2011.

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 December 2010.

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Annette Hebert, Chief Mobile Source Operations Division



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- TOYOTA MOTOR CORPORATION

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

	For bi-, dual		RAF=*	1	CH4=mett	hape: NMOGa	non-CH4 or	manie ase l	IN HC spool	CH4 bur	Imeerbaa: (Concertains a		10 maridae	
		<u> </u>	NMOG o NMHC	F HCHO=foi hot-soak:	rmaldehyde; ₽ RL [ɑ/mi]≔run	Mi=particuli ning loss: 0	ste matter; R RVR (o/celi	AF≖reactivi on dispense	ity adjusi disco-h	ment factor	; 2/3 D [g/ter	st]=2/3 day	diumele		
CERT		CERT	ERT CERT	STD [g/m[]	mi=mile; I			Fahrenheit; c [g/ml]	SFTP=sup	FTP=supplemental HCHO [mg/n		st procedure PM (a/			vy NOx (g/ml)
0.020		[g/mi]	[g/mi]		CERT	STD	CERT	STD	CERT		ITD	CERT	STD	CERT	STD
	@ 50K	0.019	*	0.040	0.2	1.7	0.02	0.05	*	_	8.	· ·	*	0.02	0.07
	2 50°F & 4K	U.U25 *	*	0.055	0.2	2.1	0.03	0.07	*		11.	•	0.01	0.03	0.09
A STACK SERVED		SIA DANG		NMHC+N	Ox [g/m]]	CO [g	/mil	NMHC+	NOx 1	co	[a/m]]		:+NOx	C0	le/ml
	[g/mi] F & 50K			(comp		(compo		[g/ml] [US			[US06]	[g/m] [SC03			C031
W 20 1				CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD
ERT	2.2	SFTP @ 4		*	ŧ	*	*	0.02	0.14	1.2	8.0	0.03	0.20	0.01	2.7
STD	10.0	SFTP	@* miles	*	*	*	R .				•	*	٠	*	•
Evaporative Family			3-Days Diumai + Hot Soak (grams/test) @ UL			ak 2-Days Diurnal + Hot Soak (grams/test) @ UL		i Soak JL	Running Loss (grams/mile) @ U			On-Board Refueling A Recovery (grams/gallor		Vapor n) @ UL	
			CERT ST		TD	CERT	S	STD		CERT			CERT		STD
CTYXR0115P12		0.26			0 0.25		65	0.004		0.05	0.01			6.66	
	*		+										0.01	· · · · · · · · · · · · · · · · · · ·	0.20
	*		*		•	*					*		*		•
LYW=iC80 LDSTWC:	* pliceble; UL=u led vehicle wei	ight; ALVW≃i /C: WU≡wert	* * •passenger ci adjusted LVW	; LEV=low	* * th-duty truck emission ve	k; MDV=med shicle; TLEV-	ium-duty vi	ILEV; ULE	= Emission V=utra LE	V; SULI	* * I System; 1 V=super l	JLEV; TWC	* * Hard; CERT =3-way ca	italyst;	* * lon;
LVW=ICad LDSTWC= pas recircu CAC=char	* plicable; UL=u	ight; ALVW≍i /C; WU=warr icondary air i OBD (F)/(P)×	* * * * * * * * * * * * * *	/; LEV=low OC=oxidiz R=pulsed A -board diag Fuel	* * * mig catalyst; R; MFI= mu nostic; DOF	k; MDV=med shicle; TLEV= ; 028=styge without fuel in	ium-duty ve transitiona n sensor; H iscton; SF he reducing	I LEV; ULE 1028=heate 1=sequentia 1; prefix 2=p	= Emission V=uitra LE Ind O2S; AF In MFI; TEI- araliei; (2)	V; SULI S/HAF3 throttle suffix=s	* * * * * * * * * * * * * * * * * * *	JLEV; TWO natio sensor tion; TC/SO G/LNG= co	* * =3-way cs r / hested / >* turbo/su mpressed/	italyst; AFS; EGR=	* * kon; exhaust
LVW=load ADSTWC= gaa recirc. CAC=char LPG=lique	* led vehicle wei adsorbing TW ulation; AIR-se rge alr cooler; (ight; ALVW≍i /C; WU=warr icondary air i OBD (F)/(P)×	* * * * * * * * * * * * * *	/; LEV=low OC=oxidiz R=pulsed A -board disg Fuel	* * * mig catalyst; R; MFI= mu nostic; DOF	k; MDV=med shicle; TLEV=; 025=oxyge utiport fuel in R=direct ozor AR: VE	ium-duty ve transitiona n sensor; H ne reducing HICLE RATIVE	I LEV; ULE 1028=heate 1=sequentia 1; prefix 2=p	= Emission V=uitra LE Ind O2S; AF In MFI; TEI- araliei; (2)	V; SULI S/HAFS -throttle suffix=s ORM	* * V=super swair-fuel body injec eries; CNI ATION INTER I) COM (*=NA AZE=	JLEV; TWO mitio sensor tion; TC/SC 3/LNG= co RMEDIATE	* * * sard; CERT * * sard; CERT * * sard; CERT * * * * * * * * * * * * * * * * * * *	italyst; AFS; EGR=	* * kon; exhaust
LYW=ioad ADSTWC: CAC=char LPG=iique M	* Ide vehicle wei =adsorbing TW ulation; AIR=se rge air cocler; C afied petroleum	ight; ALVW≍i /C; WU=warr icondary air i OBD (F)/(P)×	* * * * * * * * * * * * * *	; LEV=low OC=oxidiz R=pulsed A board disg Fuel	* * * mig catalyst; R; MFI= mu nostic; DOF	k; MDV=med shicle; TLEV- ; 025=oxyge witport fuel in R=direct ozor AR: VE EVAPOI	ium-duty ve transitiona isonsor, H jaction; SF na reducing HICLE RATIVE	ILEV; ULE 1028-hoatit I=sequentia ; prefix 2=p MODE	= Emission V=uitra LE dd 025; AF il MFI; TBI- arailel; (2) LS INF ENG SL	V; SULI S/HAF3 throttle suffix=s ORM	* * V=super swair-fuel body injec eries; CNI ATION INTEF II COM (*=N/A (AZE=4) interme	JLEV; TWO ntio sensor dion; TC/SC G/LNG= co RMEDIATE H-USE PLIANCE PLIANCE or full in-use or full in-use	* * * * * * * * * * * * * * * * * * *	Italyst; NFS; EGR= per charger liquefied nat	eon; eochaust tural gas;