**California Environmental Protection Agency** 

TOYOTA MOTOR CORPORATION

EXECUTIVE ORDER A-014-0875-1

OB Air Resources Board

New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles Page 1 of 2

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-14-012;

#### 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	TEST GROUP	VEHICLE TYPE	EXHAUST EMISSION STANDARD CATEGORY	USEFUL LI	FE (miles)	FUEL TYPE	
2015	FTYXJ02.5BEL	Passenger Car (PC)/LDT 1&2	"LEV II" Ultra Low Emission	EXH / ORVR EVAP   120K 150K		Gasoline	
2015		LDT_6000#GVWR,0-5750#LVW	Vehicle (LEV II ULEV)			Casonine	
No.	We have a second s	SPECIAL FEATURES	EVAPORATIVE FAM		DISPLACEMENT (L)		
1	TWC(2), W	R-HO2S, HO2S, SFI, OBD(B)	FTYXR0115				
*		*	FTYXR0120		2.5		
*		*	FTYXR0130	1.10			

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<sup>°</sup> 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+NOx Fleet Average (PC or LDT or MDPV) 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 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for PC, LDT and MDV, amended December 6, 2012).

## **BE IT FURTHER RESOLVED:**

The test group listed in this Executive Order is certified conditionally on the manufacturer providing data to demonstrate compliance with California's greenhouse gas fleet average emission standard (CA GHG Standard) specified in Title 13, California Code of Regulations, (13 CCR) Section 1961.1 and the incorporated California 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, amended December 6, 2012 (CA Test Procedures). The manufacturer has elected, under 13 CCR Section 1961.1(a)(1)(A)(ii) and under Section E.2.5.1(ii) of the CA Test Procedures, to demonstrate compliance with the CA GHG Standard by demonstrating compliance with the National greenhouse gas program (National GHG Program). Therefore, the test group listed in this Executive Order is certified conditionally further on the manufacturer complying with the requirements specified in said provisions in 13 CCR, and Sections E.2.5.1(ii) and H.4.5(b) and H.4.5(c) of the CA Test Procedures (among other things, concerning data and information submission, timing, and format as specified by the Executive Officer). Failure to comply with the certification requirements to demonstrate compliance with CA GHG Standard by demonstrating compliance with the National GHG Program under said provisions in 13 CCR and CA Test Procedures 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 herein, a manufacturer that becomes, after MY2009, a large-volume manufacturer, as defined in 13 CCR Section 1900, is not required to comply with the CA GHG Standard until the beginning of the fourth model-year from becoming a large-volume manufacturer. Additionally, notwithstanding the requirement herein, a small-volume manufacturer, independent low-volume manufacturer, or intermediate volume-manufacturer, as defined in 13 CCR Section 1900, is not required to comply with CA GHG Standard during model-years (MY) 2012 through 2015.

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. This Executive Order hereby supersedes Executive Order A-014-0875 dated July 30, 2014.

Executed at El Monte, California on this 22 day of August 2014.

Annette Hebert, Chief Emissions Compliance, Automotive Regulations and Science Division California Environmental Protection Agency

**O** Air Resources Board

TOYOTA MOTOR CORPORATION

EXECUTIVE ORDER A-014-0875-1

New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles Page 2 of 2

# 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.)

	NOx FLEET GE [g/mi]	CH4 F	@ RAF=* NMOG o		HCHO=fo	hane; NMOG= rmaldehyde; I	PM=particul	ate matter, R	AF=reacti	vity adjustn	nent facto	or; 2/3 D [g/te:	st]=2/3 day	diumal+		
STD	LDT2/3/4 STD CERT			NMHC STD	mi=mile;	hot-soak; RL [g/mi]=running loss; ORVR [g/gallon dispensed]=on-board refueling vapor recovery; g=gram; mg=milligram mi=mile; K=1000 miles; F=degrees Fahrenheit; SFTP=supplemental federal test procedure										
0.100	0.119		CERT	[g/mi]	CO [g/mi]		NO	x [g/mi]	HC	HO [mg/r	[mg/mi]	PM [g/	mi]	Hwy N	Ox [g/mi]	
0.100	0.119	[g/mi]	[g/mi]		CERT	STD	CERT		CER		TD	CERT	STD	CERT	ST	
	@ 50K	0.018	*	0.040	0.2	1.7	0.02	0.05	*		3.	*	*	0.01	0.0	
	@ UL	0.025	*	0.055	0.3	2.1	0.03	0.07	*	a second second	1.	*	0.01	0.01	0.0	
	50°F & 4K	¥			1											
CO [g/mi] @ 20°F & 50K				NMHC+NOx [g/n (composite)		ii] CO [g/mi] (composite)		NMHC+ [g/mi] [U				NMHC+NOx [g/mi] [SC03]		CO [g/mi] [SC03]		
		iet is a first.		CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STE	
ERT	1.2	SFTP@4	000 miles	*	*	*	*	0.01	0.14	0.7	8.0	0.08	0.20	0.03	2.7	
STD	10.0	SFTP	@* miles	*	*	*	*	*	*	*	*	*	*	*	*	
Eva	porative Far	nily		urnal + Hot is/test) @ L		2-Days Diu (grams	urnal + Ho s/test) @ 1			unning Lo ms/mile)				Refueling rams/gallo		
			CERT	ERT STD		CERT	STD		CERT		STD	CERT			STD	
F	TYXR0115A	12	0.16	0.16 0.50		*	0.65		0.005		0.05	5 0.04		0.20		
F	TYXR0120A	42	0.11	0.50		*	0	.65	0.004	0.004 0			0.004		0.20	
F	TYXR0130A	22	0.29	0.65		0.23		.85	0.00		0.05	5 0.02		0.20		
	*		*	*		*	*		*		*	*		*		
DT3=LE 0000#G LVW=a VU=warr xidation	OT 6001-850 VWR; MDV djusted LVW m-up catalys catalyst; CT	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX=	751-5750#/ 01-14000#( emission ve x adsorption continuous	ALVW; LD GVWR; EC hicle; ULE catalyst; /periodic tr	14=LDT ( S= emiss V=ultra L SCR-U o ap oxidize	6001-8500# sion control .EV; SULE r SCRC/SC er; DPF = D	GVWR,5 system; S V=super L SR-N or S Diesel Par	STD= stand JLEV; TWO CRC-NH3 ticulate Fill	ALVW; I dard; CE C/OC=3- = selecti ter (activ	MDV=me RT= cert way/oxid ve cataly ve); HO25	dium-d tification izing ca tic redu \$/02S=	uty vehicle n; LVW=loa talyst; ADS ction-urea/ heated/oxy	MDV4=1 aded vehic STWC=ac ammonia gen sens	MDV 8501 cle weight; sorbing T ; NH3OC= or; WR-H0	WC; ammor <b>D2S or</b>	
DT3=LE 0000#G LVW=a VU=warr xidation .FS=Wid ensor; E equentia iagnosti	OT 6001-850 VWR; <b>MDV</b> djusted LVM n-up catalys	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	1751-5750#/ 101-14000#( emission ve continuous con	ALVW; LD GVWR; EC ehicle; ULE n catalyst; s /periodic tr sensor; Nu RC=EGR c tt fuel inject T=Hydroca efied petro	<b>I4=LDT (</b> <b>S= emiss</b> <b>IV=ultra L</b> <b>SCR-U o</b> ap oxidize <b>OXS= NC</b> ooler; <b>AII</b> tion; <b>TC</b> / arbon Tra leum gas	6001-8500# sion control EV; SULEY r SCRC/SC er; DPF = D Dx sensor; F R/AIRE=sec SC= turbo/s p; BCAN=b	GVWR,5 system; S V=super L R-N or S Diesel Par RDQS=rea condary a super cha bleed carb %" Ethance	751-8500# STD= stan JLEV; TWO CRC-NH3 ticulate Fill ductant quu ir injection rger; CAC: oor caniste ol ("15%"ga	ALVW; I dard; CE C/OC=3- = selecti ter (activ ality sen (belt dri =charge r; prefix asoline)	MDV=me RT= cert way/oxid ve cataly re); HO2S sor; NH3 ven)/(elec air coole 2=paralle Fuel;	dium-d tification izing ca tic redu S/O2S= S = Am ctric driv r; OBD el; (2) su	uty vehicle n; LVW=loa ttalyst; ADS ction-urea/ heated/oxy monia sen: ven); PAIR (F)/(P)(B)= uffix=series	; MDV4=1 aded vehic TWC=ac ammonia gen sens sor; PMS =pulsed A =full/partia	MDV 8501 cle weight; sorbing T ; NH3OC= or; WR-H( =particulat MR; SFI/M al/both on-	WC; ammor D2S or te matte	
DT3=LE 0000#G ALVW=a VU=warr oxidation AFS=Wic ensor; E eequentia liagnostic compress	DT 6001-850 VWR; <b>MDV</b> djusted LVW m-up catalys; CT de range/line GR=exhaus al/ multiport f c; <b>DOR</b> =dire	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	1751-5750#/ 101-14000#( emission ve continuous con	ALVW; LD GVWR; EC ehicle; ULE n catalyst; { /periodic tr sensor; NG RC=EGR c tf fuel inject tf fuel inject tf fuel inject tf fuel petro 15 MOD	Id=LDT ( S= emiss V=ultra L SCR-U o ap oxidize OXS= NC ooler; All tion; TC/ arbon Tra leum gas	6001-8500# sion control EV; SULEY r SCRC/SC er; DPF = D X sensor; F R/AIRE=sec SC= turbo/s C= turbo/s ; E85="85" AR: VE	GVWR,5 system; S V=super L R-N or S Diesel Par RDQS=rea condary a super cha bleed carb %" Ethance	751-8500# STD= stan JLEV; TWO CRC-NH3 ticulate Fill ductant quu ir injection rger; CAC: oor caniste ol ("15%"ga	ALVW; I dard; CE C/OC=3= = selecti teer (activ ality sen (belt dri =charge r; prefix asoline) LS IN	MDV=me RT= cert way/oxid ve cataly re); HO2S sor; NH3 ven)/(elec air coole 2=paralle Fuel;	dium-d iffication izing ca tic redu S/O2S= S = Am stric driv r; OBD el; (2) so ATIO VEI	uty vehicle n; LVW=loa ttalyst; ADS ction-urea/ heated/oxy monia sen: ven); PAIR (F)/(P)(B)= uffix=series	; MDV4=! aded vehic armonia gen sens sor; PMS =pulsed / =full/partia ;; CNG/L	MDV 8501 cle weight; sorbing T ; NH3OC= or; WR-H( =particulat MR; SFI/M al/both on-	WC; ammor D2S or te matte	
DT3=LE 0000#G ALVW=a WU=warr xidation AFS=Wid eequentia liagnostit ioompress	DT 6001-850 VWR; MDV djusted LVM n-up catalys catalyst; CT de range/line GR=exhaus I/ multiport f c; DOR=dire sed/liquefied	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	1751-5750#/ 101-14000#/ emission ve x adsorption continuous ir-fuel ratio ulation; EGI n; DFI=direc educing; HC s; LPG=liqu 20	ALVW; LD GVWR; EC ehicle; ULE chicle; ULE chicle; ULE periodic tr sensor; NC RC=EGR c tt fuel inject tf uel inject T=Hydroca efied petro 15 MOD	Id=LDT ( S= emiss V=ultra L SCR-U o ap oxidize OXS= NC ooler; All tion; TC/ arbon Tra leum gas	6001-8500# sion control EV; SULE r; SCRC/SC er; DPF = D X sensor; F R/AIRE=sec SC= turbo/s p; BCAN=t ; E85="85" AR: VE	GVWR,5 system; S V=super L R-N or S Diesel Par RDQS=rec condary a super cha bleed carb %" Ethance EHICLE	751-8500# STD= stam. JLEV; TWG (CRC-NH3 ticulate Fill ductant qu ir injection rger; CAC: oon caniste ol ("15%"ga E MODE ECS NO.	ALVW; dard; CE C/OC=3- = selecti ter (activ ality sen (belt dri =charge r; prefix asoline) LS IN	MDV=me RT= cer way/oxid ve cataly ve cataly ecit (celer air coole 2=paralle Fuel; FORM	dium-d iffication izing ca tic redu \$/02S= S = Am stric driv r; OBD sl; (2) so ATIO VEI T	uty vehicle n; LVW=loz tralyst; ADS training training training tra	; MDV4=/ ded vehis STWC=ac ammonia gen sens sor; PMS =pulsed / =full/partia ;; CNG/L SPE FEAT	MDV 8501 cle weight; sorbing T sorbing T; NH3OC= particulat =particulat AIR; SFI/M al/both on- NG= CIAL	WC; ammor <b>D2S or</b> e matte FI= board	
DT3=LL 0000#G LLVW=a VU=warr xidation FS=Wic ensor; E equentia iagnostio ompress M M	DT 6001-850 VWR; MDV djusted LVW n-up catalys catalyst; CT de range/line GR=exhaus al/ multiport fi c; DOR=dire sed/liquefied	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	1751-5750## emission væ ex adsorption continuous ir-fuel ratio ulation; EGI n; DFI=direc aducing; HC s; LPG=liqu 20 MOE	ALVW; LD GVWR; EC GVWR; EC In catalyst; 4 /periodic tr sensor; Ni RC=EGR c tf fuel inject T=Hydroca efied petro 15 MOD	Id=LDT ( S= emiss V=ultra L SCR-U o ap oxidize OXS= NC ooler; All tion; TC/ arbon Tra leum gas	001-8500# sion control EV; SULEY r SCRC/SC er; DPF = D Xx sensor; F VAIRE=sec SC= turbo/s p; BCAN=t ; E85="85' AR: VE EVAPC FAI	GVWR,5 system; S V=super L R-N or S Diesel Par RDQS=rec condary a super cha bleed carb %" Ethance EHICLE	751-8500# STD= stam. JLEV; TW/ CRC-NH3 ticulate Fill ductant qu. ir injection riger; CAC: born caniste ol (*15%*ga MODE ECS NO.	ALVW; Adard; CEC/OC=3. = selectiter (activer (activer (activer)) (belt drie=chargeer; prefixer) All SIN	MDV=me RT= ceri way/oxid ve cataly e); HO25 sor; NH3 ven)/(ele air coole 2=paralle Fuel; FORM IGINE SIZE (L)	dium-d dification izing ca tic redu S/O2S= S = Am tric drin r; OBD el; (2) so ATIO VEI T	uty vehicle n; LVW=loz tralyst; ADS tralyst; ADS training tra	; MDV4=1 ided vehi STWC=ac ammonia gen sens sor; PMS =pulsed / =full/partic ;; CNG/L SPE FEAT	MDV 8501 cle weight: Isorbing T Isorbing T Isorbin	WC; ammor D2S or te matte FI= board OBD	
DT3=LE 0000#G LLVW=a VU=warr xidation NFS=Wic eensor; E equentic ilagnostic ilagnostic bompress M TO TO	DT 6001-650 VWR; MDV3 djusted LVW n-up catalys catalyst; CT de range/line :GR=exhaus :GR	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	751-5750#/ 1751-5750#/ 101-14000#/ x adsorption continuous ir-fuel ratio ulation; EGI ulation; EGI ; LPG=liqu 20 MOE CAM	ALVW; LD GVWR; EC ehicle; ULE in catalyst; { /periodic tr sensor; Ni RC=EGR c tf fuel inject T=Hydroca lefied petro 15 MOD	Id=LDT ( S= emiss V=ultra L SCR-U o ap oxidize OXS= NC ooler; All tion; TC/ arbon Tra leum gas	001-8500# sion control EV; SULEY r SCRC/SC er; DPF = D X sensor; F R/AIRE=sec SC= turbo/s p; BCAN=t ; E85="85" AR: VE EVAPC FAI FTYXR FTYXR	GVWR,5 system; 1 V=super L R-N or S Diesel Par RDQS=rec condary a super cha bleed carb %" Ethance EHICLE DRATIVE MILY	751-8500# STD= stam ULEV; TWG CRC-NH3 ticulate Fill ductant qu ir injection rrger; CAC: bor caniste bl (*15%"gg MODE ECS NO. 1 1	ALVW; dard; CE C/OC=3- = selecti ter (activ ality sen (belt dri =charge =charge =charge =charge trefix asoline)	MDV=me RT = ceri way/oxid ve cataly ve); HO25 sor; NH3 ven)/(eleri air coole 2=paralle FORM IGINE SIZE (L) 2.5	dium-d iffication izing ca itic redu S/O2S= S = Am stric driv r; OBD atic (2) su ATIO VEI T	uty vehicle n; LVW=loa ttalyst; ADS ction-urea/ heated/oxy monia sen: ven); PAIR (F)((P)(B): utfix=series N HICLE YPE PC	; MDV4=  ided vehis TTWC=ac ammonia gen sens sor; PMS =pulsed / =full/partic ;; CNG/L	MDV 8501 cle weight; sorbing T ; NH3OC= por; WR-HC =particulat AIR; SFI/M Al/both on- NG= CIAL URES CT	WC; =ammor <b>D2S or</b> te matte FI= board	
DT3=LE 0000#G ALVW=a VU=warr xidation AFS=Wid eequentia iagnosti iagnosti iagnosti ompress M TO TO TO	DT 6001-850 VWR; MDV3 djusted LVW n-up catalys catalyst; CT de range/line iGR=exhaus iGR=ift	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	1751-5750#/ 101-14000#/ x adsorption continuous ir-fuel ratio ulation; EGI ir, DFI=direc educing; HC s; LPG=liqu 20 MOE CAM CAM	ALVW; LD GVWR; EC ehicle; ULE chicle; Chicle;	Id=LDT ( S= emiss V=ultra L SCR-U o ap oxidize OXS= NC ooler; All tion; TC/ arbon Tra leum gas	6001-8500# sion control EV; SULEY r SCRC/SC er; DPF = D X sensor; F X/AIRE=set SC= turbots ; E85="85" AR: VE EVAPC FAI FTYXR FTYXR FTYXR	GVWR,5 system; S V=super L R-N or S Diesel Par RDQS=rec condary a super cha bleed carb %" Ethance EHICLE DRATIVE MILY 00115A12	751-8500# STD= stam. JLEV; TWG (CRC-NH3 ticulate Fill ductant qui ir injection rger; CAC: oon caniste oon caniste oon (*15%"ga E MODE ECS NO. 1 1 1	ALVW:   dard; CE C/OC=3- = selecti ter (activ ality sen (belt dri =charge r; prefix asoline) LS IN	MDV=me RT= ceri way/oxid ve cataly re); HO25 sor; NH3 ven)/(elea air coole 2=paralle Fuel; FORM IGINE SIZE (L) 2.5 2.5	dium-d iffication izing ca itic redu S/O2S= S = Am Stric driv r; OBD al; (2) so ATIO VEI T	uty vehicle ; LVW=loa italyst; ADS italyst; ADS italyst; ADS italyst; ADS italyst; ADS italyst; PO N HICLE YPE PC PC	; MDV4=/ ded vehis STWC=ac ammonia gen sens sor; PMS =pulsed A =full/partia; ; CNG/L SPE FEAT H H	MDV 8501 cle weight; sorbing T ; NH3OC= br; WR-HC =particulat AIR; SFI/M Al/both on- NG= CIAL URES CT CT	WC; ammor D2S or te matter FI= board OBD Ful Ful	
DT3=LE 0000#G ALVW=a VU=warr xidation AFS=Wic sensor; E equentia liagnostic inagnostic inagnostic ompress M TO TO TO	DT 6001-850 VWR; MDV3 djusted LVW n-up catalys catalyst; CT de range/line GR=exhaus al/ multiport fi c; DOR=dire sed/liquefied AKE YOTA YOTA YOTA	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	751-5750# 01-14000#( emission ve x adsorption; continuous ir-fuel ratio ulation; EGI aducing; HC s; LPG=liqu 20 MOE CAM CAM	ALVW; LD GVWR; EC GVWR; EC In catalyst; /periodic tr sensor; Ni RC=EGR c T=Hydroca lefied petro 15 MOD DEL IRY IRY	Id=LDT ( S= emiss V=ultra L SCR-U o ap oxidize OXS= NC ooler; All tion; TC/ arbon Tra leum gas	001-8500# sion control EV; SULEY r SCRC/SC er; DPF = D X sensor; F VAIRE=sed SC= turbo/s p; BCAN=b ; E85="85' AR: VE EVAPC FAI FTYXR FTYXR FTYXR	GVWR,5 system; S V=super L R-N or S Diesel Par RDQS=rec condary a super cha bleed carb %" Ethance EHICLE DRATIVE MILY 0115A12 0120A42 0130A22	751-8500# STD= stam. JLEV; TW4 CRC-NH3 ticulate Filt ductant qu. ir injection reger; CAC borr caniste bl (*15%"ge MODE ECS NO. 1 1 1	ALVW; dard; CE C/OC=3: = selecti ter (activ ality sen (belt dri =charge r; prefix asoline) LS IN	MDV=me RT= ceri way/oxid ve cataly e); HO25 sor; NH3 ven)/(eler air coole 2=paralle Fuel; FORM IGINE SIZE (L) 2.5 2.5 2.5	dium-d iffication izing ca tic redu S/O2S= S = Am stric driv r; OBD el; (2) so ATIO VEI T L L	uty vehicle ;; LVW=loz italyst; ADS italyst; ADS italyst; ADS italyst; ADS italyst; ADS italyst; ADS italyst; italyst	; MDV4=1 ided vehi STWC=ac ammonia gen sens sor; PMS =pulsed / =full/partic ;; CNG/L SPE FEAT H( H( H(	MDV 8501 Cle weight: Isorbing T Isorbing T Isorbin	WC; ammor D2S or e matter FI= board OBD Ful Ful Parti	
DT3=LE 0000#G ALVW=a WU=warr xidation AFS=Wickensor; E sequentizing nostic ing nostic in	DT 6001-850 VWR; MDV3 djusted LVW n-up catalys catalyst; CT de range/line cGR=exhaus cGR	0#GVWR,3 5=MDV 100 /; LEV=low t; NAC=NO OX/PTOX= ar/heated a t gas recirc fuel injection ect ozone re	751-5750#/ 101-14000#/ emission ver- x adsorption continuous ir-fuel ratio ulation; EGI ir, DFI=direc educing; HC ; LPG=liqu 20 MOE CAM CAM RA <sup>1</sup>	ALVW; LD GVWR; EC ehicle; ULE in catalyst; /periodic tr sensor; Ni RC=EGR c T=Hydroca lefied petro 15 MOD DEL IRY IRY V4	Id=LDT ( S= emiss V=ultra L SCR-U o ap oxidize OXS= NC ooler; All tion; TC/ arbon Tra leum gas	001-8500# sion control EV; SULE r SCRC/SC er; DPF = D X sensor; F VAIRE=sec SC= turbo/s p; BCAN=t ; E85="85" AR: VE EVAPC FAI FTYXR FTYXR FTYXR FTYXR	GVWR,5 system; S V=super L R-N or S Diesel Par RDQS=rec condary a super cha bleed carb %" Ethance EHICLE DRATIVE MILY 0115A12 0120A42 0130A22	751-8500# STD= stam. JLEV; TWG CRC-NH3 ticulate Fill ductant qu. ir injection rger; CAC: bor caniste bl (*15%"gg MODE ECS NO. 1 1 1 1	ALVW; dard; CE C/OC=3- = selecti ter (activ ality sen (belt dri =charge =charge r; prefix asoline) LS IN	MDV=me RT = ceri way/oxid vexay/oxid ven/(clea air coole 2=paralle FORM IGINE SIZE (L) 2.5 2.5 2.5 2.5	dium-d dification izing ca izing	uty vehicle n; LVW=loa ttalyst; ADS ttalyst; ADS ttalyst; ADS heated/oxy monia sem- ven); PAIR (F)((P)(B): utfix=series N HICLE YPE PC DT1 DT2	; MDV4=1 ided vehis TTWC=ac ammonia gen sens sor; PMS =pulsed / =full/partic ;; CNG/L	MDV 8501 cle weight; isorbing T ; NH3OC= por; WR-HC =particulat Al/both on- NG= CIAL URES CT CT CT CT	WC; ammo D2S or e matte FI= board OBE Fu Fu Part Part	