

Pursuant to the authority vested in California Air Resources Board by Health and Safety Code (HSC), Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by HSC Sections 39515 and 39516 and Executive Order G-19-095;

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.

				TEST GR	OUP IN	FORMA	TION					
MODE	- I T	EST GROUP	VEHIC	LE CLASS(I	LE CLASS(ES)			ATEGORY	FUEL TYPE			
2020	LJ	rxxv02.0ffa		PC		DEI		SINGLE FUEL HICLE	GASOLINE			
1	USEFUI	L LIFE (miles)	VEH	ICLE EMIS	SION C	ATEGO	RY	INTERIM / INT	ERMEDIATE IN-USE STD			
EXH	ORVR	EVAP		FTP		SFTP		FTP	SFTP			
15	0000	150000	LEV3	ULEV125	LEV	3 COMP	OSITE	*	PM			
SPE	CIAL FI	EATURES & EXI SYS	HAUST EMISSI	ON CONTRO	DL		OBD S	TATUS	ENGINE DISPLACEMENT			
1	T	WU-TWC, TWC,	WR-HO2S, HO2	2S, DFI		FU	ILL	ALL MODELS				
*			*			PAR	TIAL	*	2.0			
*			*				L WITH	*				
		EV	APORATIVE &	REFUELING	G (EVA	P/ORVR) FAMILY	INFORMATION				
EVA	P / ORV	R FAMILY	EVAPORATIV	E STD CATE	GORY			SSION STD E CLASS	SPECIAL FEATURES			
L	TKXRO	95GCP	LEV 3 OPT	ION2 WITH	FEL		P	c	*			
L	TKXR01	LO7GBK	L	LEV 2			P	c	*			
				EMISSION C	REDIT	INFORM	NOITAN					
	EDIT FO	OX FLEET AVE. OR EXTENDED RRANTY		REDIT FOR N	ZEV		REDIT FOR DOR	OPTIONAL EXH. STD FOR WORK TRUCKS				
		N		N				ы	N			
			NMOG	AND FLEE	TAVE	RAGE IN	FORMAT	TION .				
NMOG RAF	NMOG/NMHC			NMOG+NOX FLEET S PC+LDT (0-3750 LVV (g/mi)			LDT (+NOX FLEET ST 3751 LVW-8500 R) + MDPV (g/mi)	0 NMOG+NOX FLEET STD MDV (10,001-14,000 GVWR) (g/mi)			
*	*	1.10	*	(0.065			0.074	*			

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. (As applicable, heavy-duty vehicles (HDV) over 14,000 pounds in GVWR listed in this Executive Order are certified to the requirements in 13 CCR Section 1961.2 applicable to MDV pursuant to 13 CCR Section 1956.8(c)(3) or 13 CCR Section 1956.8(h)(5), as applicable.)



BE IT FURTHER RESOLVED:

The exhaust and 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 fleet average compliance requirement for NMOG+NOx or Vehicle Equivalent Credit (13 CCR Sections 1961.2(b)(1), 1961.2(b)(3), or 1961.2(c) (3), and the incorporated test procedures, as applicable), or Greenhouse Gas Emissions (13 CCR Section 1961.3, or 17 CCR Section 95663, and the incorporated test procedures, as applicable), for PC, LDT, MDPV or MDV shall be equalized as required.

BE IT FURTHER RESOLVED:

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).

Vehicles certified under this Executive Order shall conform to all applicable California emission regulations.

This Executive Order hereby supersedes Executive Order A-016-0467 dated September 24, 2019.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

Executed at El Monte, California on this _____ day of November 2019.

Allen Lyons, Chief

Emissions Certification and Compliance Division

Æ	R		RESO			A		MOTOR RATION		N			Cars, Lig	A-016-04 ht-Duty Tr dium-Duty Pag	ucks and
C.						A	TTAC	HMEN	IT						
						IVE EMI			_						
			C m au O	H4: me ionoxide djustme RVR [g	thane; N e; NOx: c nt factor HC/gallo	MOG: non oxides of n ; 2DHS/3D on dispens grees Fah	-CH4 orga itrogen; H HS [g HC ied]: on-bo	anic gas; l CHO: forr /test]: 2/3 pard refue	HC: h nalde days ling v	ydrocart hyde; Pl diurnal+ apor rec	on; NMF M: particu hot-soak overy; g:	IC: no late i ; RL gram	on-CH4 H matter; R/ [g HC/mi]: a; mg: mill	C; CO: ca AF: reactiv running lo igram; mi:	ity oss;
					G+NOx /mi)		CO (g/mi)		NOx (g/mi)				O ni)	Pi (g/i	
				CERT	STE	CER		D CE		STD	CER	T	STD	CERT	STD
FTP@50	ĸ	*		*	*	*	*	1		*	*		*	*	*
FTP@UL	TIE	DLIN R3 E	10	0.062	0.12	25 0.3	3 2.3	1 1		*	*		4 0.000		0.003
50°F @4		OLIN 3 E1		0.069	0.25	0.5	5 2.3	1 '		*	*		16		
					FUEL 1	TYPE		-			x (g/mi)			CO (g/mi)	
					*				CEI		STD	-	CERI	el en en en el al	STD
HWFET															
HWFET	-					IER3 E1		21	0.0	34	0.12		0.3		10.0
20°F @	SUK	CO	10			EMISSIO		2021		BTIEIC		EVEI			10.0
Contraction of the			3	FIPEX	HAUST	US06	N STAND	ARDS AN		SC03	ATIONL			MPOSITE	
	FUEL T	YPE			G+NOx g/mi)	CO (g/mi)		M N /mi)	MOG (g/m	+NOx ni)	CO (g/mi)		OG+NOx (g/mi)	CO (g/mi)	PM (mg/mi
All		* CERT			*	*			*		*				
@ 4K				1	*	+	and the second	1.91	*		*	C. C			
		ASOLINE- IER3 E10 STD BIN				*	* 1		*		*	0.066		0.5	*
(m) 1 11 1					*	*		6	*		*	0.083		4.2	*
						a State and		Carl a					0.120	1. A. 1. A. 20	
		WH	OLE V	EHICLE	EVAPO	DRATIVE I						ATIO	N LEVEL	S	
EVADO				-			VEHICLE						RI	. (g/mi) @	UL
EVAPORATIVE FAMILY FUEL		UEL T	TYPE 3DHS (g/te			-		2DHS (g/test)							
LTKXRO	095GCE		ASOLI LEV3 E	NE-	CERT 0.230	STD 0.300	FEL 0.300	CERT		STD 0.300	6.3		0.00		STD 0.05
LTEXEDIO7GBE		ASOLI	10		0.50	*	0.35	-	0.65 *		0.00		0.05		

	A	CALIF				ZDA MOTOR RPORATION		Ex New Passe	nger Cars,	Medium-Du	Trucks and	
EVAPORATIVE FAMILY ORVR (g/gallon) @ UL FUEL TYPE FUEL TYPE 3DHS RIG TEST (g/test) @ UL CERT 2DHS RIG TEST (g/test) @ UL CERT BLEED CANISTER TEST (g/test) @ 44 LTKXR0095GCP GAS0LINE- TIRR3 E10 0.04 0.20 GAS0LINE- TIRR3 E10 0.01 0.020 LTXXR0107GBK GAS0LINE- TIRR3 E10 0.00 0.20 *	ORVR / FUI	EL ONLY / C	ANISTER	BLEED	EVAPORA	TIVE EMISSIO	N STANDA	RDS AND	CERTIFIC	ATION LEV	ELS	
FAMILY FUEL TYPE (g/test) @ UL (g/test) @ UL TEST (g/test) @ 4/// LTEXER0095GCP GASOLINE- TIERS E10 0.04 0.20 GASOLINE- LEV3 E10 * * * * 0.010 0.020 LTEXER0107GBK GASOLINE- TIER3 E10 0.00 0.20 *						FUEL	ONLY EVA	P & CANIS	TER BLE	ED		
LTEXER0095GCP GASOLINE- TIER3 E10 0.04 0.20 GASOLINE- LEV3 E10 * * * * 0.010 0.020 LTEXER0107GBK GRSOLINE- TIER3 E10 0.00 0.20 *		ORVR (g	/gallon) (ĵ) UL	FUEL TY					BLEED CANISTER TEST (g/test) @ 4K		
LTEXER0095GCP TIER3 E10 0.020 LEV3 E10 * * * *<		FUEL TYPE	E CERT STD			CERT	STD	CERT	STD	CERT STD		
LTKXR0107GBR TIER3 E10 0.00 0.20 * </th <th>LTKXR0095GCP</th> <td></td> <td>1004</td> <td>0.20</td> <td></td> <th></th> <th>*</th> <td>*</td> <td>*</td> <td>0.010</td> <td>0.020</td>	LTKXR0095GCP		1004	0.20			*	*	*	0.010	0.020	
EVAPORATIVE FAMILY LEAK FAMILY CERT STD LTKXR0095GCP LTKXR0095GCP-001 * 0.02 *: not applicable; #: pounds; UL: useful life; PC: passenger car; LDT: light-duty truck; LDT1: LDT<6000#GVWR,0-3750#LVW; LDT3: LDT<6000#GVWR,3751-5750#LVW; LDT3: LDT 6001-8500#GVWR,3751-5750#ALVW; LDT4: LDT 6001-8500#GVWR,5751- 8500#ALVW; MDV: medium-duty vehicle; MDV4: MDV 8501-10000#GVWR; MDV5: MDV 10001-14000#GVWR; MDPV: medium- duty passenger vehicle; HDV: heavy-duty vehicle; ECS: emission control system; CERT: certification; STD: standard; FEL: family emission limit; GVWR: gross vehicle weight rating; LVW: loaded vehicle weight; ALVW: adjusted LVW; LEV: low emission vehicle; ADSTWC: adsorbing TWC; HAC: HC adsorbing catalyst; WU: warm-up catalyst; NAC: NOx adsorption catalyst; SCR-U or SCRC/SCR-N or SCRC-NH3: selective catalytic reduction-urea/ammonia; NH3OC: ammonia oxidation catalyst; CTOX/PTOX: continuous/periodic trap oxidizer; DPF: diesel particulate filter (active); GPF: PM filter for spark-ignited engine; HO2S/O2S: heated/oxygen sensor; VWR-HO2S or AFS: wide range/linear/heated air-fuel ratio sensor; NOXS: NOx sensor; PMS: PM sensor; RDQS: reductant quality sensor; NH3S: ammonia sensor; EGR: exhaust gas recirculation; HP/LP EGR: High/Low Pressure EGR; EGRC: EGR cooler; AIR/AIRE: secondary air injection (belt driven)/(electric driven); PAIR: pulsed AIR; SFI/MFI: sequential/multipor fuel injection; DFI/IFI: direct/indirect fuel injection; TC/SC: turbo/super charger; CAC: charge air cooler; FFH: fuel fired heater; F/P/\$ full/partial/partial with fines on-board diagnostic; DOR: direct ozone reducing; HCT: hydrocarbon trap; BCAN: bleed carbon canister; Partial/partial/partial with fines on-board diagnostic; DOR: direct ozone reducing; HCT: hydrocarbon trap; BCAN: bleed carbon canister; Purfx 2: parallel; (2) suffix: series; a hyphen (-)		TIER3 E10	0.00						* *		*	
LTKXR0095GCP LTKXR0095GCP-001 * 0.02 *: not applicable; #: pounds; UL: useful life; PC: passenger car; LDT: light-duty truck; LDT1: LDT<6000#GVWR,0-3750#LVW; LDT2: LDT<6000#GVWR,3751-5750#LVW; LDT3: LDT 6001-8500#GVWR,3751-5750#ALVW; LDT4: LDT 6001-8500#GVWR,5751- 8500#ALVW; MDV: medium-duty vehicle; MDV4: MDV 8501-10000#GVWR; MDV5: MDV 10001-14000#GVWR; MDPV: medium- duty passenger vehicle; HDV: heavy-duty vehicle; ECS: emission control system; CERT: certification; STD: standard; FEL: family emission limit; GVWR: gross vehicle weight rating; LVW: loaded vehicle weight; ALW: adjusted LVW; LEV: low emission vehicle; ULEV: ultra LEV; SULEV: super ULEV; ZEV: zero-emission vehicle; TZEV: transitional ZEV; TWC/OC: 3-way/oxidizing catalyst; ADSTWC: adsorbing TWC; HAC: HC adsorbing catalyst; WU: warm-up catalyst; NAC: NOx adsorption catalyst; SCR-U or SCRC/SCR-N or SCRC-NH3: selective catalytic reduction-urea/ammonia; NH3OC: ammonia oxidation catalyst; CTOX/PTOX: continuous/periodic trap oxidizer; DPF: diesel particulate filter (active); GPF: PM filter for spark-ignited engine; HO2S/O2S: heated/oxygen sensor; WR-HO2S or AFS: wide range/linear/heated air-fuel ratio sensor; NOXS: NOX sensor; PMS: PM sensor; RDQS: reductant quality sensor; NH3S: ammonia sensor; EGR: exhaust gas recirculation; HP/LP EGR: High/Low Pressure EGR; EGRC: EGR cooler; AIR/AIRE: secondary air injection (belt driven)/(electric driven); PAIR: pulsed AIR; SFI/MFI: sequential/multipor fuel injection; DFI/IFI: direct/indirect fuel injection; TC/SC: turbo/super charger; CAC: charge air cooler; FFH: fuel fired heater; F/P/S full/partial/partial with fines on-board diagnostic; DOR: direct ozone reducing; HCT: hydrocarbon trap; BCAN: bleed carbon canister, prefix 2: parallel; (2) suffix: series; a hyphen (-) between after treatment ECS indicates multiple functionalities of the after treatment device (ex. DPF-SCRC: SCR coated DPF); CNG/LNG: compres	E	FFECTIVE	LEAK	IAMET	ER STAN	DARD AND CI	ERTIFICA	TION LEV	EL (INCH	HES)		
*: not applicable; #: pounds; UL: useful life; PC: passenger car; LDT: light-duty truck; LDT1: LDT<6000#GVWR,0-3750#LVW; LDT2: LDT<6000#GVWR,3751-5750#LVW; LDT3: LDT 6001-8500#GVWR,3751-5750#ALVW; LDT4: LDT 6001-8500#GVWR,5751- 8500#ALVW; MDV: medium-duty vehicle; MDV4: MDV 8501-10000#GVWR; MDV5: MDV 10001-14000#GVWR; MDPV: medium- duty passenger vehicle; HDV: heavy-duty vehicle; ECS: emission control system; CERT: certification; STD: standard; FEL: family emission limit; GVWR: gross vehicle weight rating; LVW: loaded vehicle weight; ALVW: adjusted LVW; LEV: low emission vehicle; ULEV: ultra LEV; SULEV: super ULEV; ZEV: zero-emission vehicle; TZEV: transitional ZEV; TWC/OC: 3-way/oxidizing catalyst; ADSTWC: adsorbing TWC; HAC: HC adsorbing catalyst; WU: warm-up catalyst; NAC: NOx adsorption catalyst; SCR-U or SCRC/SCR-N or SCRC-NH3: selective catalytic reduction-urea/ammonia; NH3OC: ammonia oxidation catalyst; CTOX/PTOX: continuous/periodic trap oxidizer; DPF: diesel particulate filter (active); GPF: PM filter for spark-ignited engine; H02S/02S: heated/oxygen sensor; WR-HO2S or AFS: wide range/linear/heated air-fuel ratio sensor; NOXS: NOX sensor; PMS: PM sensor; RDQS: reductant quality sensor; NH3S: ammonia sensor; EGR: exhaust gas recirculation; HP/LP EGR: High/Low Pressure EGR; EGRC: EGR cooler; AIR/AIRE: secondary air injection (belt driven)/(electric driven); PAIR: pulsed AIR; SFI/MFI: sequential/multipor fuel injection; DFI/IFI: direct/indirect fuel injection; TC/SC: turbo/super charger; CAC: charge air cooler; FFH: fuel fired heater; F/P/\$ full/partial/partial with fines on-board diagnostic; DOR: direct ozone reducing; HCT: hydrocarbon trap; BCAN: bleed carbon canister; e-automatic transmission; CV: continuously variable transmission; SCV: selectable continuously variable transmission; SA: sen -automatic transmission; CV: continuously variable transmission; SCV: selectable continuously variable transmission; AM: automated manual transmission; AMS: automated manual-selectable transmission; OT: other trans	EVAPORATIVE	FAMILY	LEA	K FAMIL	Y	CE	RT			STD		
LDT<6000#GVWR,3751-5750#LVW; LDT3: LDT 6001-8500#GVWR,3751-5750#ALVW; LDT4: LDT 6001-8500#GVWR,5751- 8500#ALVW; MDV: medium-duty vehicle; MDV4: MDV 8501-10000#GVWR; MDV5: MDV 10001-14000#GVWR; MDPV: medium- duty passenger vehicle; HDV: heavy-duty vehicle; ECS: emission control system; CERT: certification; STD: standard; FEL: family emission limit; GVWR: gross vehicle weight rating; LVW: loaded vehicle weight; ALVW: adjusted LVW; LEV: low emission vehicle; ULEV: ultra LEV; SULEV: super ULEV; ZEV: zero-emission vehicle; TZEV: transitional ZEV; TVC/OC: 3-way/oxidizing catalyst; ADSTWC: adsorbing TWC; HAC: HC adsorbing catalyst; WU: warm-up catalyst; NAC: NOx adsorption catalyst; CTOX/PTOX: continuous/periodic trap oxidizer; DPF: diesel particulate filter (active); GPF: PM filter for spark-ignited engine; HO2S/O2S: heated/oxygen sensor; WR-HO2S or AFS: wide range/linear/heated air-fuel ratio sensor; NOXS: NOX sensor; PMS: PM sensor; RDQS: reductant quality sensor; NH3S: ammonia sensor; EGR: exhaust gas recirculation; HP/LP EGR: High/Low Pressure EGR; EGRC: EGR cooler; AIR/AIRE: secondary air injection (belt driven)/(electric driven); PAIR: pulsed AIR; SFI/MFI: sequential/multipor fuel injection; DFI/FI: direct/indirect fuel injection; TC/SC: turbo/super charger; CAC: charge air cooler; FFH: fuel fired heater; F/P/\$ full/partial with fines on-board diagnostic; DOR: direct ozone reducing; HCT: hydrocarbon trap; BCAN: bleed carbon canister; prefix 2: parallel; (2) suffix: series; a hyphen (-) between after treatment ECS indicates multiple functionalities of the after treatment device (ex. DPF-SCRC: SCR coated DPF); CNG/LNG: compressed/liquefied natural gas; LPG: liquefied petroleum gas; E85: "85%' ethanol ("15%" gasoline) fuel; E10: "10%" ethanol ("90%" gasoline) fuel; A: automatic (with lockup); M: manual transmission; AM: automated manual transmission; CV: continuously variable transmission; SCY: selectable continuously variable transmission; AM: automated manual transmission; AMS: automated manual-selectable transm	LTKXR0095	GCP	LTKXRO	095GCP	-001	the strength	*	- Com Sol	0.02			
	8500#ALVW; MDV duty passenger vel emission limit; GV ULEV: ultra LEV; S ADSTWC: adsorbin SCRC/SCR-N or S continuous/periodic heated/oxygen ser RDQS: reductant of EGRC: EGR coole fuel injection; DFI/I full/partial/partial w prefix 2: parallel; (2 device (ex. DPF-Si ethanol ("15%"gas -automatic transmi automated manual EAER: equivalent (": medium-du hicle; HDV: h WR: gross ve SULEV: supe ng TWC; HA CRC-NH3: s c trap oxidize sor; WR-HO uality senso r; AIR/AIRE: FI: direct/ind ith fines on-b 2) suffix: serie CRC: SCR c oline) fuel; E ssion; CV: co transmission AER; PHEV:	ity vehicle neavy-duty shicle weig or ULEV; Z C: HC ads selective c er; DPF: di 22 or AFS r; NH3S: a secondar lirect fuel in poard diag es; a hyph oated DPF 10: "10%" ontinuousl n; AMS: ai plug-in hy	; MDV4: vehicle; pht rating EV: zero sorbing c atalytic re esel part S: wide ra ammonia y air injection; nostic; D en (-) be F); CNG/ ethanol y variable utomatec ybrid elec	MDV 8501- ECS: emis; ; LVW: load -emission v atalyst; WU eduction-ure iculate filter ange/linear/l sensor; EG ction (belt d TC/SC: turk OR: direct of tween after LNG: compi ("90%"gaso e transmissi manual-se ctric vehicle;	10000#GVWR; sion control systed vehicle weig ehicle; TZEV: tr warm-up catal- ta/ammonia; NH (active); GPF: 1 heated air-fuel r R: exhaust gas tiven)/(electric of o/super charge zone reducing; treatment ECS tessed/liquefied ine) fuel; A: aut on; SCV: select lectable transm	MDV5: MD tem; CERT ht; ALVW: a ansitional Z yst; NAC: N 13OC: amm PM filter for atio sensor recirculatio triven); PAI or; CAC: cha HCT: hydre indicates m natural gas comatic (with table contin ission; OT:	V 10001-14 : certificatio adjusted LV ZEV; TWC/(IOx adsorpt nonia oxidat spark-ignit ; NOXS: NO on; HP/LP E R: pulsed A arge air coo ocarbon tra nultiple func s; LPG: liqu h lockup); N uously varia other transi	4000#GVM n; STD: str AW; LEV: k DC: 3-way/ tion catalys ed engine; Dx sensor; GR: High/I IR; SFI/MF Jer; FFH: fr p; BCAN: k efied petro A: manual f able transn mission; Al	VR; MDPV: r andard; FEL ow emission /oxidizing ca st; SCR-U o st; CTOX/PT HO2S/O2S PMS: PM s Low Pressu FI: sequentia uel fired hea bleed carbo of the after to bleum gas; E transmission nission; AM ER: all-elect	medium- .: family to vehicle; atalyst; r rOX: ensor; re EGR; al/multiport ater; F/P/\$: n canister; treatment 285: "85%" n; SA: semi tric range;	

MAKE	MODEL	VEH CLASS	ENGINE (L)	TRANS TYPE	EVAPORATIVE FAMILY	EXH ECS	OBD
MAZDA	CX-3	PC	2.0	M6	LTKXR0107GBK	1	F
MAZDA	CX-3	PC	2.0	SA6	LTKXR0107GBK	1	F
MAZDA	MX-5	PC	2.0	M6	LTKXR0095GCP	1	F
MAZDA	MX-5	PC	2.0	SA6	LTKXR0095GCP	1	F