

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-249-1  
Relating to Certification of New Motor Vehicles

GRUMMAN OLSON

Pursuant to the authority vested in the Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 2; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Orders G-45-3, and G-45-4;

IT IS ORDERED AND RESOLVED: That 1983 model-year Grumman Olson exhaust emission control systems are certified as described below for diesel-powered light-duty trucks.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
DGR1.6K6JAA4 (DVW1.6D6JJA0) (1983 Volkswagen)	97 (1.6)	Engine Modification (Diesel Injection - Prechamber)

Vehicle Models, Transmissions, Engine Codes as listed on attachments.

The following are the emission standards for this engine family to be listed on the window decal required by California Assembly-Line Test Procedures for 1983 model-year vehicles:

<u>Equivalent Inertia Weight</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0-3999	0.46	10.6	1.5

The following are the certification emission values for this engine family:

<u>Equivalent Inertia Weight</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0-3999	0.21	1.0	1.2

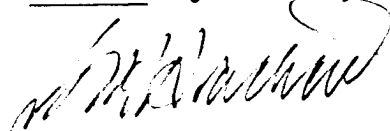
BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 and Subsequent Model Passenger Cars, Light-duty Trucks, and Medium-Duty Vehicles."

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all material required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2036).

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

The Bureau of Automotive Repair will be notified by copy of this order and attachment.

Executed at El Monte, California this 8<sup>th</sup> day of June, 1983.



K. D. Drachand, Chief  
Mobile Source Control Division

## 1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

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Manufacturer	<u>Grumman Olson</u>	Executive Order No.	<u>A-249-1</u>
Engine Family	<u>DGR1.6K6JAA4</u>	Evaporative Family	<u>N/A</u>
		Engine CID (Liters)	<u>97 (1.6) L4</u>

## ABBREVIATIONS

Ignition System

CA-Centrifugal Advance  
EEC-Electronic Engine Control  
EI-Electronic Ignition  
ESAC-Electronic Spark Advance  
Control  
VA-Vacuum Advance  
VR-Vacuum Retard

Fuel System

CFI, CL, DID, DIP, EFI, MFI  
nV-nVenturi Carburetor  
VV-Variable Venturi

Exhaust Emissions Control System

AIP-Air Injection-Pump  
AIV-Air Injection-Valve  
CL-Closed Loop  
EGR-Exhaust Gas Recirculation  
EM-Engine Modification  
OC-Oxidation Catalyst System  
TR-Thermal Reactor  
TWC-Three-Way Catalyst System

Special Features

CCV-Combustion  
Chamber Valve  
CFI-Central Fuel  
Injection  
DID-Diesel  
Injection-  
Direct  
DIP-Diesel  
Injection-  
Prechamber  
EFI-Electronic  
Fuel  
Injection  
MFI-Mechanical  
Fuel  
Injection  
TC-Turbocharged

VEHICLE MODELS:

Kubvan

DRIVE SYSTEM: Front Engine/ Front -Wheel Drive

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## 1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

☐ Passenger Cars ☒ Light-Duty Trucks ☐ Medium-Duty Vehicles ☐ Gas ☐ Diesel

Manufacturer Grumman Olson

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Engine Family DGR1.6K6JAA4

Engine Code -

ECS (Special Features) EM (DIP)

CID (Liter)-97 (1.6) L4  
Type -

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System DIP Part No.	EGR Valve Part No.	Label Ident. Part No.
G0E01	Kubvan	M4 A3	2375	N/A	Control Unit VW 068-130-107J or 068-130-109C	N/A	

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturer's HP list for correct dyno test HP settings based on model and equipment. If two test weights are listed, the lower weight will be used for testing.

\*Add 10% to dyno test HP for air conditioning usage.

Date of Issue -