California Environmental Protection Agency AIR RESOURCES BOARD	SUZUKI MOTOR CORPORATION	EXECUTIVE ORDER M-004-0374 New On-Road Motorcycles

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 Order G-02-003;

IT IS ORDERED AND RESOLVED: That the engine and emission control systems produced by the manufacturer are certified as described below for four-stroke gasoline-powered motorcycles. Production vehicles shall be in all material respects the same as those for which certification is granted. **The manufacturer shall ensure that character "C" or "3" is not used in the eighth (8th) position of the vehicle identification number (VIN) of all vehicles in the engine family listed below. Violation of this VIN provision may result in incorrect registration of the vehicles.**

MODEL YEAR	ENGINE FAMILY	EVAPORATIVE FAMILY	ENGINE DISPLACEMENT (cc)	CLASS
2005	5SKXC.996VA2	5SKXE0018YT6	996	III

SPECIAL FEATURES & EMISSION CONTROL SYSTEMS	VEHICLE MODELS (equivalent inertia mass in kilograms, kg)	* = not applicable
SFI, PAIR, 2OC	SV1000S (300 kg)	

ABBREVIATIONS: EM=engine modification TWC=three-way catalyst OC=oxidizing catalyst WUTWC/WUOC=warm-up TWC/OC O2S=oxygen sensor HO2S=heated O2S EGR=exhaust gas recirculation AIR=secondary air injection PAIR=pulsed AIR MFI=multi port fuel injection SFI=sequential MFI TBI=throttle body fuel injection DFI=direct fuel injection TC/SC=turbo/super charger CAC=charge air cooler 2 (prefix)=parallel (2) (suffix)=in series

The following are the exhaust hydrocarbon plus oxides of nitrogen (HC+NOx) and carbon monoxide (CO) standards, or designated HC+NOx standard as applicable, and certification levels in grams per kilometer (g/km), and evaporative standard and certification level in grams per test (g/test) for this engine/evaporative family. The designated HC+NOx standard, as applicable, shall be listed on the permanent tune-up label.

				EARLY COMPLIANCE CREDIT MULTIPLIER			*
HC+NOx (g/km)				CO (g/km)		EVAPORATIVE (g/test)	
CORPORATE AVERAGE STANDARD	DESIGNATED STANDARD	(DIRECT) STANDARD	CERTIFICATION LEVEL	STANDARD	CERTIFICATION LEVEL	STANDARD	CERTIFICATION LEVEL
1.4	1.2	*	0.8	12	8	2.0	0.4

BE IT FURTHER RESOLVED: That certification to the designated HC+NOx standard listed above, as applicable, is subject to the following terms, limitations and conditions:

The designated HC+NOx standard shall be the exhaust emission limit for this engine family and cannot be changed during the model year. It serves as the HC+NOx exhaust standard applicable to this engine family for determining compliance with Title 13, California Code of Regulations, Sections 1958(b) and 2101.

BE IT FURTHER RESOLVED: That the listed motorcycles are certified to the aforementioned HC+NOx standard, or designated standard as applicable, prior to the 2008 model year and are hereby granted an early-compliance credit multiplier listed above pursuant to Title 13, California Code of Regulations, Section 1958(g).

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all materials required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Code of Regulations, Sections 2035 et seq.).

BE IT FURTHER RESOLVED: That because the listed motorcycles are certified to 0.2 grams per test or more below the applicable evaporative standard, the vehicles are exempt from complying with the Air Resources Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" pursuant to Executive Order G-70-16-E.

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

This Executive Order is only granted to the engine family and model-year listed above. Vehicles in this family that are produced for any other model-year are not covered by this Executive Order.

Executed at El Monte, California on this 26th day of January 2005.

Allen Lyons, Chief
Mobile Source Operations Division

E.O. No. M-4-374

CLASS III MOTORCYCLE

2005 MODEL-YEAR CERTIFICATION REVIEW SHEET

Manufacturer: **SUZUKI MOTOR CORPORATION**

Engine Family: **5SKXC.996VA2**

Evaporative Family: **5SKXE0018YT6**

Evaporative Group: G-6[1]

Engine Information:
- 996 Displacement (cc)
- V2 Engine Config.
- 4 Valves/Cylinder
- 4 Strokes/Cycle
- liquid Cooling Medium
- N/A No. Carburetors
- N/A Bbls. per CARB

Rated HP: 122 kW: 91.0 @ 9,200 RPM Sales location: CA __ 49S ___ 50S X

Exhaust ECS & special features: SFI / ECM /PAIR / OC
(per SAE J1930 Sep91)

	Page No. In Application
1. Warranty Statement	Sec 3, p 1
2. Warranty Parts List	Sec 7, pp 10~13
3. Tune-up Label w/HC Std Vacuum Hose Diagram	Sec 7, pp 14~15
4. Projected Sales	Sec 7, p 16
5. Vehicle Description	Sec 7, pp 1 & 9
6. Durability Data Plot (Exhaust/Evaporative)	Attached
7. CALIFORNIA Sales < 500	No
8. Carry-Over/Carry-Across MY & ID	Exhaust / Evaporative
Durability	NEW / '03...00010[2]
Bench	n/a / '87...00035[3]
Emission	NEW / '03...00010[2]
9. Type Evaporative Control	Canister
10. EVAP Bench Test Proc. Approval	Date: 29JAN82
11. Fill Pipe / Access Zone	Exempt
12. EPA Certificate	Suzuki-MC-05-30[4]
13. Corporate Plan	E.O.#M-4-359-1 : 13SEP2004

Unit: g/km & evap-g/test — 1) Projected Emissions include DFs

VEHICLE I.D.	Engine Code	displ	trans	EIM Kg	RL Force	MPG	HC	NOx	HC+NOx	CO	EVAP	CO2	Test No.
JS1VT54A252100006	T511 [16G4]	996	m-6	300	135.4	41.6	0.72	0.08	0.80	7.6	--	120.6	SD6
[SV1000S][2] JS1VT54A31200010	T508 [16G1]	996	m-6	300	135.4						0.37		S16
	(1) Comply with class III standards of								1.4 ~~1.2~~	12	~~1.8~~ 2.0		
	and include Deterioration Factors of:						1.174	1.000		1.105	0.05		
⌘JS1VX51L0H2100035 [VS1400GL][3]	DFB: Evap bench durability vehicle = VS1400GL												

EVAP DF 0.05 (046) is the average of VEHICLE DF 0.092 and BENCH DF 0.000

The *2005* designated HC+NOx exhaust emission standard: 1.2 gm/km.

Remarks: Model name: **SV1000S** VIN model identifier: **VT54A'**

1. G-6 bench DFB determined by G-5 carry-across (CARB Ref. C-96-323)
2. Worse Case Evap Vehicle is the SV1000S (5SKXC.996VW4)
3. Bench Vehicle : JS1VX51L0H2100035
4. EPA certificate number is based on the sequential order of application submission.

Date Issued: 20DEC2004 jL

Application Processed by [signature] Date 1-21-05 Reviewed by [signature] Date 1-24-05

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