E.O
BOOK

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-22-15
Relating to Certification of New Motor Vehicles

SAAB-SCANIA AKTIEBOLAG

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Sections 43100, 43102, 43103, and 43835; 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 Saab-Scania Aktiebolag exhaust emission control systems are certified as described below for 1980 model-year gasoline-powered passenger cars.

Engine Family	Displacement Cubic Inches	Exhaust Emission Control Systems (Special Features)
BSI20CA	121	Three Way Catalyst Closed Loop (Mechanicl Fuel Injection) (Turbocharged)

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the certification emission values to be listed on the window decal required by California Assembly-Line Test Procedures for 1980 model-year vehicles:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
BSI20CA	0.24	4.1	0.4

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Gasoline-Powered Motor Vehicles except Motorcycles".

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" (Title 13, California Administrative Code, Section 2290) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1980 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That Saab-Scania Aktiebolag has provided to the Executive Officer 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 12th day of October, 1979.

K. D. Drachand, Acting Chief
Mobile Source Control Division

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Engine Family BSI20CA Engine (CID) 121

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
EFI, MFI
nV-nVenturi Carburetor
VV-Variable Venturi

Exhaust Emissions Control System
AI-Air Injection
CL-Closed Loop
EGR-Exhaust Gas Recirculation
EM-Engine Modification
OC-Oxidation Catalyst
PAI-Pulse Air Injection
TR-Thermal Reactor
TWC-Three Way Catalyst

Special Features
CCAV-Combustion Chamber Air Valve
EFI-Electronic Fuel Injection
MFI-Mechanical Fuel Injection
TC-Turbo Charged

Engine Code	Model
P02, P02-AC P03, P03-AC	900 Turbo Hatchback

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(X) Passenger Cars ( ) Light-Duty Trucks ( ) Medium-Duty Vehicles (X) Gas ( ) Diesel

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Engine Family BSI20CA CID-Type 121-I4 Engine Code

ECS (Special Features) TWC-CL (MFI) (Turbocharged) + 10% (A/C) Yes X No

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Test Weight Class (Inertia)	Ign. System CA,VA,EI Distributor Part No.	Fuel System MFI Part No.	EGR Valve Part No.	Label Ident.
P02 P02-AC	900 Turbo Hatchback	M5	(3000) 3125	Bosch 0237003014	Bosch Fuel Distributor 0438 100 032		See Page 3
P03 P03-AC		A3	(3000) 3125 3250		Air Flow Sensor 0438 120 073 Warm up Regulator 0438 140 051		

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, equipment and inertia weight class.

Date of Issue -

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EMISSION CONTROL INFORMATION

MANUFACTURER: SAAB-SCANIA AB, SWEDEN
MODEL: SAAB 2.0 SISM AND SIA
(MAN AND AUTOM TRANSM)

ENGINE FAMILY: BSI 20 CA
ENGINE SIZE: 121.1 CU. IN.

EXHAUST EMISSION CONTROL SYSTEM: MECHANICAL FUEL INJ., EXHAUST OXYGEN SENSOR SYSTEM WITH CATALYST AND DASH POT.(AUTOM. TRANS.:IGNITION VACUUM ADVANCE DELAY VALVE, AUTOM. TRANS. ONLY.)

IDLE SPEED: 875 ± 50 R.P.M. (TRANSMISSION IN NEUTRAL AND A/C OFF).
CO LEVEL AT IDLE (OXYGEN SENSOR CABLE DISCONNECTED): 0.75 - 1.25%.
WHEN ADJUSTMENT IS NECESSARY, SET TO 1.0%.
(NOTE: CO-METER SAMPLE. PICK-UP IS LOCATED IN ENGINE COMPARTMENT CLOSE TO EXH. MANIFOLD.)
IGNITION TIMING: 20° B.T.D.C. AT 2000 R.P.M. (DISTR. VACUUM LINE DISCONNECTED AND PLUGGED, TRANSMISSION IN NEUTRAL.) ENGINE SPEED WHEN THE DASH POT IS IN CONTACT WITH THE THROTTLE LEVER: (MAN. TRANS. 2500 ± 100 R.P.M.) (AUTOM. TRANS. 2200 ± 100 R.P.M. WITH VACUUM LINE DISCONNECTED.)

VALVE CLEARANCE: INLET: 0.006 - 0.012 IN. OUTLET: 0.016 - 0.020 IN.
SPARK PLUG GAP: 0.024 - 0.028 IN.

THIS VEHICLE CONFORMS TO U.S. EPA AND STATE OF CALIFORNIA REGULATIONS APPLICABLE TO 1980 MODEL YEAR NEW MOTOR VEHICLES.

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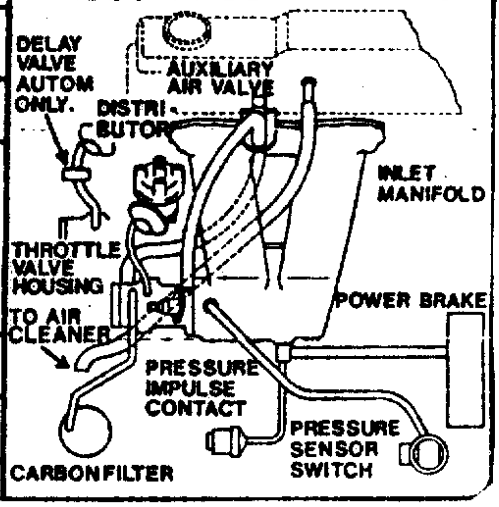
VACUUM HOSE ROUTING