State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-8-18
Relating to Certification of New Motor Vehicles

BAYERISCHE MOTOREN WERKE AG

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 Bayerische Motoren Werke AG exhaust emission control systems are certified as described below for 1981 model-year gasoline-powered passenger cars.

Engine Family	Displacement Cubic Inches (Liters)	Exhaust Emission Control Systems (Special Features)
BMW 32L	195.9 (3.2)	Three Way Catalyst with Closed Loop (Electronic Fuel Injection)

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 1981 model-year vehicles:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
BMW 32L	0.31	2.6	0.6

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".

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 1981 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That Bayerische Motoren Werke AG 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 17th day of October, 1980.

K. D. Drachand, Chief
Mobile Source Control Division

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Engine Family BMW 32L Evaporative Family EV 10

ABBREVIATIONS Engine CID (Liters) 195.9 (3.2)

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

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
DI-Diesel Injection
EFI-Electronic Fuel Injection
MFI-Mechanical Fuel Injection
TC-Turbocharged

Fuel System
CFI, DI, EFI, MFI
nV-nVenturi Carburetor
VV-Variable Venturi

Models

*733 i
*733 iA
*633 i
*633 iA

*Add 10% to dyno test HP for air conditioning use

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X Passenger Cars ___ Light-Duty Trucks ___ Medium-Duty Vehicles X Gas ___ Diesel

Manufacturer BMW

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Engine Family BMW 32L

Engine Code 32L M5/32L A3

ECS (Special Features) TWC, CL (EFI)

CID (Liter)-Type 195.9 (3.2) I6

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System CA, VA, VR, EI Part No.	Fuel System EFI Part No.	EGR Valve Part No.	Label Ident. Part No.
*32L M5	733 i 633 CSi	M5	3875	Bosche 0 237 304 -015	Bosche ECU 0 280 001 -122		
*32L A3	733 iA 633 CS iA	A3			Bosche AFM 0 280 203 -011 Bosche Injectors 0 280 150 -152		

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.

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