 E. O. Book

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-15-44
Relating to Certification of New Motor Vehicles

NISSAN MOTOR COMPANY, LTD.

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 Nissan Motor Company, Ltd. exhaust emission control systems are certified as described below for 1981 model-year gasoline-powered passenger car.

Engine Family	Displacement Cubic Inches (Liters)	Exhaust Emission Control Systems (Special Features)
BNS2.8V5FE6	168 (2.9) 2.9	Exhaust Gas Recirculation Three Way Catalyst with Closed Loop (Electronic 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 1981 model-year vehicles:

Engine Family	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
BNS2.8V5FE6	0.24	1.3	0.3

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 Nissan Motor Company, Ltd. 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).

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

Executed at El Monte, California this 23rd day of February, 1981.

Robert H. Cross for

K. D. Drachand, Chief
Mobile Source Control Division

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Engine Family BNS2.8V5FE6 | Evaporative Family EVP-EFI-1A

ABBREVIATIONS | Engine CID (Liters) 168 (2.8)

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

Model

Datsun 280ZX Grand Luxury Turbo Charger
Datsun 280ZX Grand Luxury T-Bar Roof Turbo Charger

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

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Engine Family BN2.8VFE6 Engine Code -

ECS (Special Features) EGR, TWC-CL (EFI, TC) CID (Liter)-Type 168 (2.8) I-6

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System EEC Part No.	Fuel System Part No.	EGR Valve Part No.	Label Ident. Part No.
L28TCA A28TCA	280ZX Grand Luxury Turbo Charger 280ZX Grand Luxury T-Bar Roof Turbo Charger	A-3	3250*	D6P80-03	A18-600 (Engine Control Module)	EVK72-50	14805 P9010

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 -

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