

State of California
AIR RESOURCES BOARD

Executive Order P-10-9
Relating to Certification of New Motor Vehicles

FORD MOTOR COMPANY

Pursuant to the authority vested in the Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 2 and specifically Section 43102; and

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

IT IS ORDERED AND RESOLVED: That 1984 model-year Ford Motor Company federally-certified emission control systems as described below are certified for sale in California for the passenger car models listed on the attachments:

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
EFM2.4D6JAF5	149.1 (2.4)	Exhaust Gas Recirculation (Diesel Injection - Prechamber) (Turbocharger)

Vehicle models, transmissions, engine codes and evaporative emission control families are 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 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles:"

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.41	3.4	1.5

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

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.18	1.6	1.2

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 "California Motor Vehicle Tune-Up Label Specifications" (Title 13, California Administrative Code, Section 1965) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the Executive Officer has been provided evidence of federal certification of vehicle models listed in the attachments which are not available as California-certified models.

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all material required to demonstrate that the vehicle manufacturer has sufficient emissions credits for its estimated California sales of federally-certified 1984 model-year vehicles using in the interim the "Guidelines for Certification of 1983 Through 1987 Model-Year Federally Certified Light-Duty Motor Vehicles For Sale in California" (Title 13, California Administrative Code, Section 1960.5).

BE IT FURTHER RESOLVED: That vehicles have met the conditions of Section 43102 of the Health and Safety Code by using the "Guidelines for...1983 Through 1987 Model Year...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).

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

Executed at El Monte, California this 18th day of November, 1983.


K. D. Drachand, Chief
Mobile Source Division

Manufacturer Ford Motor Company **Executive Order No.** P-10-9
Engine Family EFM2.4D6JAF5 **Evaporative Family** Not Application
Engine CID (Liters) 1.49.1(2.4L)

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 Feature

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:

<u>Vehicle Line</u>	<u>Body Type (Cab Style)</u>	<u>Body Code (Wheelbase)</u>
Mark VII	2 Dr Sedan	63D
Continental	4 Dr Sedan	54D

DRIVE SYSTEM: Front **Engine/** Rear **-Wheel Drive**

1984 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

 Passenger Cars Light-Duty Trucks Medium-Duty Vehicles Gas DieselManufacturer Ford Motor CompanyPage 2Engine Family EFM2.4D6JAF5Engine Code 4-40A-R00ACode 4-40A-R01A*ECS (Special Features) MFI, DIP

CID (Liter)-

Type 149.1(2.4L)- L6

Engine Code	Vehicle Models (If Coded see attachment) (Non-A/C Dyno Ep)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System Fuel Inject. Pump Part No.	EGR Valve Part No.	Label Ident. Part No.
4-40A-R00A 4-40A-R10A*	Mark VII 63D (8.3)	A4	4000	Not App.	1 288 505.1	Pieburg 720.939.13	E4AE- 9C485- ATG
	Continental 54D (10.0)	A4	4000				

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 -

* R/C 2,4D-1

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