State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-15-156
Relating to Certification of New Motor Vehicles

NISSAN MOTOR CO., LTD.

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 Orders G-45-3 and G-45-4;

IT IS ORDERED AND RESOLVED: That 1989 model-year Nissan Motor Co., Ltd. exhaust emission control systems are certified as described below for gasoline-powered light-duty trucks:

Engine Family	Displacement Liters (Cubic Inches)		Exhaust Emission Control Systems (Special Features)
KNS3.0T5HCC4	3.0	(180.6)	Air Injection - Valve Exhaust Gas Recirculation Dual Bed Catalyst Heated Oxygen Sensor On-Board Diagnostics (Exempted) (Central Fuel Injection)

Vehicle models, transmissions, engine codes and evaporative emission control families are listed on attachments.

The following are the emission standards for this engine family:

Loaded Vehicle Weight(lbs.)	Hydrocarbons (Grams per Mile)	Carbon Monoxide (Grams per Mile)	Nitrogen Oxides (Grams per Mile)
3751 - 5750	0.50	9.0	1.0

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

Loaded Vehicle Weight(lbs.)	Hydrocarbons (Grams per Mile)	Carbon Monoxide (Grams per Mile)	Nitrogen Oxides (Grams per Mile)
3751 - 5750	0.30	4.5	0.5

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 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

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 vehicle models listed have been granted an exemption from compliance with the requirements of the "Malfunction and Diagnostic System for 1988 and Subsequent Model Year[s]..." (Title 13, California Administrative Code, Section 1968) for the aforementioned model year.

BE IT FURTHER RESOLVED: That for the listed vehicles, the manufacturer has submitted and the Executive Officer hereby approves the materials to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2035 et seq.).

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 24th day of August, 1988.

K. D. Drachand, Chief
Mobile Source Division

E.O. # A-15-156

17.12.00 1989 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer: NISSAN MOTOR CO., LTD. Engine Family: KNS3.0T5HCC4

Evaporative Family: TBI-3 Engine Type: V-6, OHC

Liters (CID): 3.0 (180.6)

ABBREVIATIONS

Ignition System

CA-Centrifugal Advance
ECU-Electronic Control Unit
EI-Electronic Ignition
ESAC-Electronic Spark Advance Control
VA-Vacuum Advance
VR-Vacuum Retard

Fuel System

CFI, SFI, HOS, OS,
DIP, EPFI, MPFI, DID
nV-nVenturi Carburetor
VV-Variable Venturi Carburetor

Exhaust Emission Control System

AIP-Air Injection-Pump
AIV-Air Injection-Valve
DBC-Dual Bed Catalyst
EGR-Exhaust Gas Recirculation
OS-Oxygen Sensor
HOS-Heated Oxygen Sensor
EM-Engine Modification
OC-Oxidation Catalyst
SPL-Smoke Puff Limiter or Throttle Delay
TOC-Trap Oxidizer, Continual
TOP-Trap Oxidizer, Periodical
EIC-Electronic Injection Control (Diesel Only)
TWC-Three-Way Catalyst
WUOC-Warm-Up Oxidation Catalyst
WUTWC-Warm-Up Three-Way Catalyst

Special Features

CCV-Combustion Chamber Valve
CFI-Central Fuel Injection or Throttle Body Injection
DID-Diesel Injection-Direct
DIP-Diesel Injection-Prechamber
IC-Intercooler or Aftercooler
EPFI-Electronic Port Fuel Injection
MPFI-Mechanical Port Fuel Injection
SFI-Sequential Fuel Injection
TC-Turbocharger
SC-Supercharger
OBD-On-Board Diagnostics

VEHICLE MODEL:

Engine Code	Model	Transmission
AV30ICA3	NISSAN E V6 REGULAR BED 4X4 NISSAN SE V6 REGULAR BED 4X4 NISSAN SE V6 KING CAB 4X4	Automatic
BV30ICA3	PATHFINDER XE V6 PATHFINDER SE V6	

Engine: Front X Mid. ____ Rear ____

Drive : FWD ____ RWD X 4WD Full Time ____ 4WD Part Time X

Issue Date: 05/11/88
Revision Date:

E.O. # A-15-156

17.12.00 1989 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Passenger Cars____ Light-Duty Trucks X Medium-Duty Vehicles____ Gas X Diesel___

Manufacturer: NISSAN MOTOR CO., LTD. Engine Family: KNS3.0T5HCC4
Liter (CID): 3.0 (180.6) Eng. Type: V-6, OHC
Emission Control Sys. (Special Features): AIV/DBC/EGR/HOS(CFI/OBD)

Engine Code	Vehicle Models (If Coded see attachment) (Dyno Hp)	Trans. Type	Equiv. Test Weight	Ign. System (ECU) Part No.	Fuel System Part No.	EGR Valve Part No	Catalyst *** Part No.
AV30ICA3	E V6 REGULAR BED 4X4 (14.5) SE V6 REGULAR BED 4X4 (14.5) SE V6 KING CAB 4X4 (14.5) PATHFINDER XE V6 (15.5-P215/75 R15) (16.0-P235/75 R15) PATHFINDER SE V6 (16.0)	L4	3875** 4000** 4250** 4250** 4250**	Distributor D6P84-01 (HITACHI) T5T61372 (MITSUBISI) Control Unit MECS-G475 (TRUCK 4WD) MECS-G415 (PATHFIN-DER 4WD)	Control Unit MECS-G475 (TRUCK 4WD) MECS-G415 (PATHFIN-DER 4WD) Air Flow Meter and Fuel Injector (SPI Body Assy) RGA50-32 (without ASCD) RGA50-34 (with ASCD)	EGR Valve AEY77-7	D-xx,xN D-xx,xP D-xx,xG D-xx,xH

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.

**EIW of these models are between 4000 - 5999 lbs.
***The figures and numbers in the place of the mark x are variable according to lot number and production date.

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Emission Control Sys. (Special Features): AIV/DBC/EGR/HOS(CFI/OBD)

Engine Code	Vehicle Models (If Coded see attachment) (Dyno Hp)	Trans. Type	Equiv. Test Weight	Ign. System (ECU) Part No.	Fuel System Part No.	EGR Valve Part No	Catalyst *** Part No.
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AIV-Air Injection-Valve
DBC-Dual Bed Catalyst
EGR-Exhaust Gas Recirculation
OS-Oxygen Sensor
HOS-Heated Oxygen Sensor
EM-Engine Modification
OC-Oxidation Catalyst
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TOC-Trap Oxidizer, Continual
TOP-Trap Oxidizer, Periodical
EIC-Electronic Injection Control (Diesel Only)
TWC-Three-Way Catalyst
WUOC-Warm-Up Oxidation Catalyst
WUTWC-Warm-Up Three-Way Catalyst

Special Features

CCV-Combustion Chamber Valve
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EPFI-Electronic Port Fuel Injection
MPFI-Mechanical Port Fuel Injection
SFI-Sequential Fuel Injection
TC-Turbocharger
SC-Supercharger
OBD-On-Board Diagnostics

VEHICLE MODEL:

Engine Code	Model	Transmission
AV30ICA6	PATHFINDER XE V6 4X2	Automatic
BV30ICA6		

Engine: Front X Mid. ____ Rear ____

Drive : FWD ____ RWD X 4WD Full Time ____ 4WD Part Time ____

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Engine Code	Vehicle Models (If Coded see attachment) (Dyno Hp)	Trans. Type	Equiv. Test Weight	Ign. System (ECU) Part No.	Fuel System Part No.	EGR Valve Part No	Catalyst *** Part No.
AV30ICA6	PATHFINDER XE V6 4X2 (15.5-P215/75 R15) (16.0-P235/75 R15)	L4	4000**	Distributor D6P84-01 (HITACHI) T5T61372 (MITSUBISI)	Control Unit MECS-G415 Air Flow Meter and Fuel Injector (SPI Body Assy) RGA50-32 (without ASCD) RGA50-34 (with ASCD)	EGR Valve AEY77-7	D-xx,xN D-xx,xP D-xx,xG D-xx,xH
BV30ICA6	PATHFINDER XE V6 4X2 (14.0-P215/75 R15) (14.5-P235/75 R15)		3875**	Control Unit MECS-G415			

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.

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