State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-298-1
Relating to Certification of New Motor Vehicles

CONSULIER INDUSTRIES, INC.

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 1990 model-year Consulier Industries, Inc. emission control systems are certified as described below for gasoline-powered passenger cars:

Engine Family: LC32.2V5FT21 Displacement: 2.2 Liters (134 Cubic Inches)

Exhaust Emission Control Systems (Special Features):

Turbocharger
Charge Air Cooler
Three Way Catalyst
Heated Oxygen Sensor
On-Board Diagnostics (Exempted)
Multipoint Electronic 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:

Hydrocarbons (Grams per Mile)	Carbon Monoxide (Grams per Mile)	Nitrogen Oxides (Grams per Mile)
0.39	7.0	0.4

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

Hydrocarbons (Grams per Mile)	Carbon Monoxide (Grams per Mile)	Nitrogen Oxides (Grams per Mile)
0.28	1.8	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 Code of Regulations, 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 Emission Control Label Specifications" (Title 13, California Code of Regulations, 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 Code of Regulations, 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 provisions (Health and Safety Code Section 43205).

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 5 day of September, 1990.

for John Sunderson
R. B. Summerfield
Assistant Division Chief
Mobile Source Division

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1990 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

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

Manufacturer Consulier Industries Inc Engine Family LC32.2V5FT21

Liter (CID) 2.2 (135) Engine Type I-4

Emission Control System (Special Features) TC, CAC, MPI, TWC, HO2S, OBD EXEMPT

Engine Code	Vehicle Models (If Coded see attachment)	Trans. Type	Equiv. Test Weight	Ign. Sys. (ECU) (MPFI-ENG CONTROLLER) PART NUMBER	Fuel Sys. (EDFI)	Catalyst 1 TWC,
Consulier 1	Consulier GTP 10.2	M5	2625	CH5253908	CH5253908	CH4301725

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturers 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. 02/
Actual equivalent test weight (ETW) as shown. However, Ford elects to conduct test in the next higher ETW.

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