State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-9-265
Relating to Certification of New Motor Vehicles

CHRYSLER CORPORATION

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 1994 model-year Chrysler Corporation exhaust emission control systems are certified as described below for light-duty trucks and medium-duty vehicles:

Fuel Type: Gasoline

Engine Family: RCR23988GOEA Displacement: 3.9 Liters (239 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

Heated Oxygen Sensor
Exhaust Gas Recirculation
Three Way Catalytic Converter
Sequential Multiport Fuel Injection

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

The certification exhaust emission standards for this engine family in grams per mile are:

Loaded Vehicle Weight(lbs.)	Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
3751-5750	50,000	0.50	9.0	1.0

The certification exhaust emission values for this engine family in grams per mile are:

Loaded Vehicle Weight(lbs.)	Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
3751-5750	50,000	0.20	1.7	0.1

BE IT FURTHER RESOLVED: That the vehicle manufacturer is certifying the listed light-duty trucks to the aforementioned exhaust emission standards based on its submitted plan to comply with the fleet average non-methane organic gas (NMOG) exhaust mass emission requirements as set forth 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 under the submitted compliance plan, if the manufacturer incurs a NMOG debit for the aforementioned model year based on the projected NMOG fleet average exceeding the value required by the above-referenced standards and test procedures, all incurred NMOG debits by the manufacturer shall be equalized as required by the standards and test procedures.

BE IT FURTHER RESOLVED: That on January 14, 1993, the Air Resources Board adopted the repeal of the currently-effective requirement that each manufacturer certify a minimum of 80 percent of its projected sales of 1994 model-year California-certified passenger cars and light-duty trucks to the phase-in standards for NMHC, or the more stringent standards in section 1960.1(g)(2) of Title 13, California Code of Regulations. If the repeal of such requirement does not become effective, the manufacturer shall submit a plan for compliance with the requirement; passenger cars and light-duty trucks not meeting such phase-in or more stringent standards shall be certified only to the extent allowed under the requirement.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model 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" for the aforementioned model year (Title 13, California Code of Regulations, Section 2290).

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high-altitude requirements and highway emission standards, and with the California Inspection and Maintenance emission standards in place at the time of certification, 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" for the aforementioned model year (Title 13, California Code of Regulations, Section 1965).

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the "Malfunction and Diagnostic System for 1988 and Subsequent Model-Year Passenger Cars, Light-duty Trucks, and Medium-Duty Vehicles with Three-Way Catalyst Systems and Feedback Control" (Title 13, California Code of Regulations, Section 1968) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the listed vehicle models have been exempted from compliance with the "Malfunction and Diagnostic System Requirements-1994 and Subsequent Model-Year Passenger Cars, Light-duty Trucks, and Medium-Duty Vehicles and Engines" pursuant to Title 13, California Code of Regulations, Section 1968.1(m)(2.0) 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 (Title 13, California Code of Regulations, 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 May, 1993.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

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Manufacturer Chrysler Corporation Engine Family RCR23988G0EA

.senger Car ____ (PC) Light-Duty Truck X (T1/T2) Medium-Duty Vehicle X (M1/M2/M3/M4/M5)

Stds. Type: Tier 0 (Tier 0/1,AB965,TLEV,LEV,ULEV) Veh. Type (FFV,HEV(type A/B/C)): ____

Fuel Type: Unleaded Gasoline Evaporative Family: RCR1065AYP0A

Engine Config. V6 Liter (CID) 3.9 (239)

Engine: Front X Mid. ____ Rear ____ Drive: FWD ____ RWD X 4WD-FT ____ 4WD-PT ____

Exhaust ECS & Special Features (incl. CARB, MFI, etc.) TWC,EGR,HO2S,SFI
(use abbreviations per SAE 1930 MAY91)

Eng. Code/ (Cert. Std.)	Veh. Models (If Coded see Attchmt.)	Trans. Type: A-Auto M-Man.	Equiv. Test Weight	RLHP	Ign.Sys. (PCME/PROM) Part No.	EGR Syst. Part No.	Catalyst Part No.
CA-100	BR1L61	A4	4500	SEE ATTACHMENT	56028268 56028269	4287782	52019335
(.50/9.0/ 1.0)	BR1L62		4750				
CA-200	AB1L11,AB2L11	A3	4250		56028250 56028251		52019267
(.50/9.0/ 1.0)	AB1L12,AB2L12		4500				
	AB1L51,AB1L52		4750				
	AB2L13,AB2L52						
	AB3L12,AB3L13						
CM-100	BR1L61	M5	4500		56028270 56028271		52019335
(.50/9.0/ 1.0)	BR1L62		4750				

ATTACHMENT TO SDS PG. 1 OF 1
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VEHICLE CARLINE / MODELS

Engine / Evap: RCR23988G0EA/RCR1065AYP0A
Exhaust Control System: TWC,EGR,HO2S,SFI
Evap. Control System: Canister
Engine Displacement: 3.9L

Model Code	Car Line
BR1L61, BR1L62,	DODGE D1500 PICKUP 2WD
AB1L11, AB1L12, AB2L11, AB2L12, AB2L13	DODGE B150/B250 VAN 2WD
AB1L51, AB1L52, AB2L52	DODGE B150/B250 WAGON 2WD
AB3L12, AB3L13	DODGE B350 VAN 2WD