State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-9-277
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 Chrysler Corporation 1994 model-year exhaust emission control systems are certified as described below for light-duty trucks:

Emission Standard Category: Ultra-Low-Emission Vehicle (ULEV)

Fuel Type: Compressed Natural Gas (CNG)

Engine Family: RCR20128C4JA Displacement: 3.3 Liters (201 Cubic Inches)

Exhaust Emission Control Systems & Special Features:

Heated Oxygen Sensor
Sequential Multiport Fuel Injection
Three Way plus Oxidation Catalytic Converter

Vehicle models, transmissions and engine codes are listed on attachments.

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

Test Weight (lbs.)	Miles	Non-Methane Organic Gas	Carbon Monoxide	Nitrogen Oxides	Formaldehyde
3751-5750	50,000	0.050	2.2	0.4	0.009
	100,000	0.070	2.8	0.5	0.013

The certification exhaust emission values set forth for non-methane organic gas (NMOG) reflect application of a reactivity adjustment factor (RAF) for CNG-fueled light-duty ULEVs, and the addition of the product of the methane exhaust emission value and a RAF for methane emission of CNG-fueled light-duty ULEVs.

BE IT FURTHER RESOLVED: That, as of the date of this order, the Air Resources Board has not proposed or adopted a RAF for light-duty ULEVs operated on CNG, or a methane RAF for such vehicles. Based on available data and analysis, there is a strong likelihood that the initially adopted RAF for such vehicles will be less than 1.000, and the initially adopted methane RAF for such vehicles will be less than the numerical value of the maximum incremental reactivity of methane (0.0148). With the consent of the manufacturer, which has been provided, the applicable RAF and methane RAF for the listed engine family shall be treated for all purposes relating to this certification as:

Reactivity Adjustment Factor for NMOG Mass Emission: 1.000

Reactivity Adjustment Factor for Methane Mass Emission: 0.0148

The ULEV certification exhaust emission values for this engine family in grams per mile are (Values in parentheses are actual certification values):

Test Weight (lbs.)	Miles	Non-Methane Organic Gas	Carbon Monoxide	Nitrogen Oxides	Formaldehyde
3751-5750	50,000	0.021	0.4	0.0(0.04)	0.000(0.0002)
	100,000	0.035	0.4	0.0(0.05)	0.000(0.0002)

BE IT FURTHER RESOLVED: That the vehicle manufacturer is certifying the listed vehicle models 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 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" (Title 13, California Code of Regulations, Section 1965) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with 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 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 the ULEV hydrocarbon exhaust emission standard to which the listed vehicles are certified is at least twice as stringent as otherwise applicable to gasoline vehicles of the same year and class, and the listed vehicles therefore meet the definition of "low-emission motor vehicle" set forth in Health and Safety Code Sections 39037.05 and 43800.

BE IT FURTHER RESOLVED: That the listed vehicle models shall be clearly labeled as "low-emission motor vehicles" as defined in Health and Safety Code Sections 39037.05 and 43800, and such labeling shall meet the requirements of Health and Safety Code Section 43802(a) at the time of sale.

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 Sacramento, California this 6th day of January, 1994.

James D. Boyd
Executive Officer

ATTACHMENT TO SDS PG. 1 OF 1
EXECUTIVE ORDER A-9-277

VEHICLE CARLINE / MODELS

Engine / Evap: RCR20128C4JA/N.A.
Exhaust Control System: TWC+OC, HO2S,SFI
Evap. Control System: N.A.
Engine Displacement: 3.3L (201)

Model Code	Car Line
ASKE12,ASKL52,ASKH52,ASKP52	Dodge Caravan
ASHL52,ASHH52,ASHP52	Plymouth Voyager

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Manufacturer Chrysler Corporation Engine Family RCR20128C4JA

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

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

Fuel Type: COMPRESSED NATURAL GAS (CNG) Evaporative Family: N.A.

Engine Config. V6 Liter (CID) 3.3 (201)

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

Exhaust ECS & Special Features (incl. CARB, MFI, etc.) TWC+OC,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	ASKE12	A4	3875	SEE ATTACHMENT	04672713 04686191	N.A.	04427820
	ASHL52 ASKL52		4000				
	ASHH52,ASHP52 ASKH52,ASKP52		4250				

SDS/94CNG33.LDT