State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-171
Relating to Certification of New Motor Vehicles

MAZDA MOTOR 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 Mazda Motor Corporation 1994 model-year exhaust emission control systems are certified as described below for light-duty trucks:

Fuel Type: Gasoline

Engine Family: RTK2.318G1EA Displacement: 2.3 Liters (140 Cubic Inches)

Exhaust Emission Control Systems & Special Features:

Exhaust Gas Recirculation
Three Way Catalytic Converter
Heated Oxygen Sensor
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
0-3750	50,000	0.25	3.4	0.4
	100,000	0.31	4.2	n/a

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
0-3750	50,000	0.13	2.4	0.1
	100,000	0.15	2.8	n/a

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, the manufacturer would incur an NMOG debit for the aforementioned model year because the projected NMOG fleet average would exceed the value required by the above-referenced standards and test procedures. All NMOG debits incurred by the manufacturer shall be equalized as required by the standards ant 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 5th day of April, 1993.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

EO #A-16-171 E.O.#____

1994 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer MAZDA MOTOR COMPANY Eng. Family RTK2.318G1EA

Pass Cars___ Lt-Duty Trucks X Med-Duty Vehicles___ Fuel Type UNLEADED

Eng. Type I-4 Liter (CID) 2.3 (140) Evap. Family RTK1045AYPOC

Emission Control System & Special Features EGR/TWC/HO2S/SFI
(Use abbreviations per SAE J1930 June88)

Engine: Front X Mid.___ Rear___ Drive: FWD___ RWD X 4WD-FT___ 4WD-PT X

Eng. Code/ (Cert Attachmt.)	Veh. Models (If Coded see Attachmt.)	Trans. Type: A-Auto M-Man.	ETW	DPA	Ign. Sys. (PCME/PROM) Part No. -12A650-	EGR Syst. Part No -9D475-	Catalyst Part No. -5E212-Std.) -5E214-
449PR00N	PN66 4x2 (B2300)	M5	3125	11.3	F47F-BEA	F27E-AB	F17A-HA
449UR05N	PN66 4x2	M5	3375	11.3	F47F-BDB	F27E-AB	"
"	"	"	3500	"	"	"	"
449UR05A	PN66 4x2	M5	3375	12.4	F47F-BDB	F27E-AB	"
"	"	"	3625	"	"	"	"
449NR00N	PN66 4x4	M5	3625	12.0	F47F-BPA	F27E-AB	"
449NR00A	PN66 4x4	M5	3625	13.3	"	"	"

Certification Standards
NMHC: .25 (50K) .31 (100K)
CO: 3.4 (50K) 4.2 (100K)
NOx: .4 (50K)
EVAP: 2.0

Idle HC/CO Standards
Idle HC 220 ppm @ 2500 rpm
100 ppm @ idle
Idle CO 1.2% @ 2500 rpm
1.0% @ idle

ENGINE FAMILY: RTK2.318G1EA 20.09.17.02 - 1
ISSUED:
REVISED:

E.O.# A-16-171

1994 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer: MAZDA MOTOR COMPANY Eng. Family: RTK2.318G1EA

Pass Car:__ (PC) Light-Duty Truck: T1 (T1/T2) Med-Duty Vehicle:__ (M1/M2/M3/M4/M5)

Standards Type: 1 (Tier 0/1, AB965, TLEV,LEV,ULEV) Vehicle Type: (FFV,HEV(type A/B/C)_

Fuel Type: UNLEADED Evaporative Family: RTK1045AYPOC

Engine Config: I-4 Liter (CID): 2.3L

Engine: Front X Mid.__ Rear__ Drive: FWD__ RWD X 4WD-FT__ 4WD-PT X

Exhaust ECS & Special Features:(incl. CARB, MFI EGR/TWC/HO2S/SFI
(Use abbreviations per SAE J1930 May91)

Engine Code (Cert Std.)	Vehicle Models (if coded see attachment)	Trans. Type A-Automatic M-Manual	ETW	DPA	Ignition (ECM/PCM) Part No. -12A650-	EGR System Part No. -9D475-	Catalyst Part No. -5E212- (Std.) -5E214-
449PR10N	PN66 4X2	M5	3125	11.2	F47F-BEB	F27E-AB	F17A-HA
449UR10N "	PN66 4X2 "	M5 "	3375 3500	11.2 "	F47F-BDC "	F27E-AB "	F17A-HA "
449UR10A "	PN66 4X2 "	M5 "	3500 3625	12.3 "	F47F-BDC "	F27E-AB "	F17A-HA "
449MR05N	PN66 4X4	M5	3625	12.4	F47F-BRB	F27E-AB	F17A-HA
449MR05A	PN66 4X4	M5	3625	13.6	F47F-BRB	F27E-AB	FI7A-HA