State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-182
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 1994 model-year Mazda Motor Corporation exhaust emission control systems are certified as described below for passenger cars:

Fuel Type: Gasoline

Engine Family: RTK1.3VZR0JA Displacement: 1.3 Liters (80 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

Secondary Air Injection
Oxygen Sensor
Sequential Multiport Fuel Injection
Warm-Up Three Way Catalytic Converter
Three Way Plus Oxidation Catalytic Converter
Exhaust Gas Recirculation
Turbocharger
Charge Air Cooler

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:

Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
50,000	0.39	7.0	0.4

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

Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
50,000	0.13	1.3	0.3

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 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 approved 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 non-methane hydrocarbons (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 by December 31, 1993, 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 27th day of July, 1993.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

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Manufacturer Mazda Motor Corporation Engine Family RTK1.3VZR0JA

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

Stds Type: Tier 0 (Tier 0/1, AB965, TLEV, LEV, ULEV) Vehicle Type (FFV, HEV(Type A/B/C)): N/A

Fuel Type Unleaded Evaporative Family RTK1104BYM05

Engine Config. R-2 Liter(CID) 1.3 (79.9)

Engine: Front x Mid. ___ Rear ___ Drive: FWD ___ RWD x 4WD-FT ___ 4WD-PT ___

Exhaust ECS & Special Features (incl. CARB, MFI, etc.) AIR / O2S / SFI / WU-TWC / TWC+OC / EGR
TC/CAC
(use abbreviations per SAE 1930 MAY91)

Engine Code (Cert. Std.)	Vehicle Models (if coded see attachment)	Trans. Type A-automatic M-manual	ETW	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR System Part No.	Catalyst Part. No.
C13T-MC	Mazda RX-7	M-5	3,125	6.3	PCME: N3A3 CPS: N3A1	EGRV: N3A3 20 300	Front: N3A1 20 500 Rear: N3A1 20 600

Certification Standard:

	NMHC	CO	NOx	EVAP.
50,000 miles	0.39 g/mile	7.0 g/mile	0.4 g/mile	2.0 g/test
100,000 miles	---	---	---	---

	at 2500 rpm N/L	at idle
Idle HC	220 ppm	100 ppm
Idle CO	1.2 %	1.0 %

Revisions:
1290