State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-259-41
Relating to Certification of New Motor Vehicles

SUZUKI 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 Suzuki Motor Corporation exhaust emission control systems are certified as described below for light-duty trucks:

Fuel Type: Gasoline

Engine Family: RSK1.375GAGA Displacement: 1.3 Liters (79 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

Three Way Catalytic Converter
Oxygen Sensor
Exhaust Gas Recirculation
Throttle Body 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	0.39	9.0	0.4

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	1.8	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 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 23rd day of August, 1993.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

E.O. # A-259-41

08.01 1994 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer SUZUKI MOTOR CORPORATION Engine Family RSK1.375GAGA

Pass Car ___ (PC) Lt-Duty Truck T1 X (T1/T2) Medium-Duty Vehicle ___ (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: Gasoline Evaporative Family RSK1035DYM01

Engine Config. L4 Liter(CID) 1.3(79)

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

Exhaust ECS & Special Features (incl. CARB, MFI, etc.) TBI/O2S/TWC/EGR
(Use abbreviationss per SAE J1930 MAY91)

Engine Code	Vehicle models [see Page 21.13-1]	Trans. Type: A-Auto	ETW	DPA or RLHP	Ign.Sys (ECM/PCM) Part No.	EGR System Part No.	Catalyst Part No.
FT4 (4WD)	JC31C	M5	2500	13.0	33920-81C30	18110-80C10 (80C1)	14210-61A10 (8306)

Certification Label p/n : 11955-81C70

Comments : 2 Dr Samurai

Date of Issue: May.7 1993
Revised: