State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-14-236
Relating to Certification of New Motor Vehicles

TOYOTA 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 Toyota Motor Corporation 1994 model-year exhaust emission control systems are certified as described below for passenger cars:

Fuel Type: Gasoline

Engine Family: RTY1.8VHG1GA Displacement: 1.6 Liters (96.8 Cubic Inches)
1.8 Liters (107.5 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

Multiport Fuel Injection
Exhaust Gas Recirculation
Oxygen Sensors (two)
Three Way Catalytic Converters (two)

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	0.25	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:

Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
50,000	0.16	1.7	0.3
100,000	0.17	2.1	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, 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 6th day of August, 1993.

Norman Kaufman for
R. B. Summerfield
Assistant Division Chief
Mobile Source Division

1994 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer TOYOTA Engine family RTY1.8VHG1GA

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

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

Fuel Type: Gasoline Evaporative Family: RTY1047DYM00

Engine Config. I4 Liter (CID) 1.6 (96.8), 1.8 (107.5)

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

Exhaust ECS & Special Features(incl. CARB, MFI, etc.) MFI,EGR,O2S(2),TWC(2)
(use abbreviations per SAE 1930 MAY91)

Engine Code/ (Cert. std.)	Vehicle Models (If Coded see attachmt)	Trans. Type: A or L -Auto M-Man.	ETW	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR System Part No.	Catalytic converter Part No.
1	AE101L-AEMDKA -DEMDKA	M5	2,625	7.1	*4 89661-1A230	25620-16210	Front : 25051-16010 (A10)*3 Rear : 18450-16580 (05)*1*3 18450-02060 (143290)*2*3
2	AE101L-AEMDKA -DEMDKA		2,625	7.1	*5 89661-02140		
3	AE101L-AEMDKA -DEMDKA		2,750	7.8			
4	AE101L-AEMDKA -DEMDKA		2,750	7.8			
5	AE101L-AEHDKA -DEHDKA	L3	2,750	7.1		25620-16220	
6	AE101L-AEHDKA -DEHDKA		2,750	7.1			
7	AE101L-AEHDKA -DEHDKA		2,750	7.8			
8	AE101L-AEHDKA -DEHDKA		2,750	7.8			
9	AE102L-AWMNKA	M5	2,750	7.8	*4 89661-1A220	25620-16210	
10	AE102L-AEMNKA -DEMNKA		2,750	7.1			
	-AWMNKA		2,875	7.8	*5 89661-02130		
11	AE102L-AWMNKA		2,875	8.5			
12	AE102L-AEMNKA -DEMNKA		2,750	7.8			
	-AWMNKA		2,875	8.5			

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Engine Code/ (Cert. std.)	Vehicle Models (If Coded see attachmt)	Trans. Type: A or L -Auto M-Man.	ETW	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR System Part No.	Catalytic converter Part No.
13	AE102L-AWPNKA	L4	2,875	7.8	*4	25620-16220	Front :
14	AE102L-AEPNKA		2,875	7.1	89661-1A210		25051-16010
	-DEPNKA						(A10)*3
	-AWPNKA			7.8	*5		Rear :
15	AE102L-AWPNKA		2,875	8.5	89661-02120		18450-16580
16	AE102L-AEPEKA		2,875	7.8			(05)*1*3
	-AEPNKA						18450-02060
	-DEPEKA						(143290)*2*3
	-DEPNKA						
	-AWPNKA			8.5			

Comments : Please refer to manufacturer's HP list for correct dyno test HP setting based on model and equipment.

Note *1 : Maker ; TOYOTA MOTOR CORPORATION
*2 : Maker ; AC Rochester
*3 : Parenthetical information represents identifying marks found on production parts.
*4 : Applied to the vehicle model produced in Japan.
*5 : Applied to the vehicle model produced in U.S. or Canada.

VEHICLE MODELS :

Corolla		Corolla wagon
AE101L-AEMDKA	AE101L-DEMDKA	AE102L-AWMNKA
-AEHDKA	-DEHDKA	-AWPNKA
AE102L-AEMNKA	AE102L-DEMNKA	
-AEPEKA	-DEPEKA	
-AEPNKA	-DEPNKA	