State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-199
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 1995 model-year Mazda Motor Corporation exhaust emission control systems are certified as described below for passenger cars:

Emission Standard Category: Transitional Low-Emission Vehicle (TLEV)

Fuel Type: Gasoline

Engine Family: STK1.6VJG2EA Displacement: 1.6 Liters (98 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

Warm-Up Three Way Catalytic Converter
Three Way Catalytic Converter
Heated Oxygen Sensor
Exhaust Gas Recirculation
Sequential Multiport Fuel Injection

Vehicle models, transmissions, engine codes and evaporative emission control families are listed on attachments.

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

Miles	Non-Methane Organic Gas	Carbon Monoxide	Nitrogen Oxides	Formaldehyde
50,000	0.125	3.4	0.4	0.015
100,000	0.156	4.2	0.6	0.018

Reactivity Adjustment Factor for NMOG Mass Emission: 0.98

The certification exhaust emission values set forth for non-methane organic gas (NMOG) reflect application of a 0.98 RAF for 1995 model-year TLEVs. The TLEV certification exhaust emission values for this engine family in grams per mile are:

Miles	Non-Methane Organic Gas	Carbon Monoxide	Nitrogen Oxides	Formaldehyde
50,000	0.063	0.7	0.0 (0.01)	0.001
100,000	0.066	0.8	0.0 (0.01)	0.001

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 the vehicle manufacturer is certifying the listed vehicle models to the 50,000-mile evaporative emission standards applicable to 1980 through 1994 model-year vehicles in the "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Motor Vehicles", and the listed vehicle models comply with those standards.

BE IT FURTHER RESOLVED: That, based on the evaporative emission phase-in compliance schedule submitted by the vehicle manufacturer, the listed vehicle models shall not be subject to the running loss and useful life standards set forth in the "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 2235).

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 vehicle manufacturer has demonstrated compliance with the exhaust emission standards at 50 degrees Fahrenheit 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 "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 29th day of June, 1994.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

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Manufacturer Mazda Motor Corporation Engine Family STK1.6VJG2EA

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

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

Fuel Type Unleaded Evaporative Family STK1065BYM02

Engine Config. I-4 Liter(CID) 1.6 (97.5)

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

Exhaust ECS & Special Features (incl. CARB, MFI, etc.) HO2S, SFI, WU-TWC, TWC, EGR

(use abbreviations per SAE 1930 MAY91)

Evap Std: 50K Single Cert Std for Multi-Class Eng Fam: N/A

Exh Cert Fuel(s): Phase 2 Hybrid: N/A APU Cycle: ___

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.
2B6D2AAN	Mazda MX-3	M-5	2750	6.0	Distributor:B6BF	EGR	Monolith
2B6D2AAA				6.6	ECU:B6DE	Control	converter:
2B6DTAAN		A-4		6.0	Distributor:B6BF	Valve:	B6CK (Pre.)
2B6DTAAA				6.6	ECU:B6DF	Z505	B6DE (Main)

Certification Standard:

	NMOG	CO	NOx	HCHO	EVAP.
50,000 miles	0.125 g/mile	3.4 g/mile	0.4 g/mile	15 mg/mile	2.0 g/test
100,000 miles	0.156 g/mile	4.2 g/mile	0.6 g/mile	18 mg/mile	---

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

Revisions:
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