State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-14-263
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 1995 model-year Toyota Motor Corporation exhaust emission control systems are certified as described below for light-duty trucks:

Fuel Type: Gasoline

Engine Family: STY2.417G1HA Displacement: 2.4 Liters (144.4 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

Multiport Fuel Injection
Exhaust Gas Recirculation
Pulsed Secondary Air Injection
Heated Oxygen Sensors (two)
Three Way Catalytic Converter

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

The certification exhaust emission standards (alternative in-use compliance standards in parentheses) 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 (0.32)	3.4 (5.2)	0.4 (n/a)
	100,000	0.31 (n/a)	4.2 (n/a)	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	0.16	2.5	0.2
	100,000	0.18	3.1	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 NMOG fleet average 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, based on a separate compliance plan submitted by the vehicle manufacturer, the listed vehicle models are permitted alternative in-use compliance 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 the submitted alternative in-use compliance plan satisfies the requirement that a maximum of 60 percent of the manufacturer's projected sales of 1995 model-year California-certified passenger cars and light-duty trucks will be subject to alternative in-use compliance as stipulated in the above-referenced 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 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 4th day of August, 1994.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

1995 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET
PASSENGER CARS, LIGHT-DUTY TRUCKS AND MEDIUM-DUTY VEHICLES

Manufacturer: TOYOTA Engine Family: STY2.417G1HA
Evaporative Family: STY1047DYM00 Evap Std: 50K x Useful Life with R/L___
Exh Std: Tier-0___ Tier-1 x TLEV___ LEV___ ULEV___ ZEV___; EPA Tier-0___ EPA Tier-1___
Veh Class(es): PC___ LDT1 x LDT2___ MDV1___ MDV2___ MDV3___ MDV4___ MDV5___
Single Cert Std for Multi-Class Eng Fam:___ (specify: N/A, LDT1, MDV1, MDV2, MDV3, MDV4)
Exh Cert Fuel(s): Indo x Ph2___ Diesel: 13 CCR 2282___ or 40 CFR 86.113-90___ or -94___
M85___ CNG___ LPG___ Other (specify)___
Fuel Type(s): Dedicated x Flex-Fuel___ Dual-Fuel___ Gasoline x Diesel___ M85___
CNG___ LNG___ LPG___ Other (specify)___
Hybrid: Type A___ B___ C___, APU Cycle (e.g., Otto, Diesel, Turbine) Otto
Engine Configuration: I-4 Displacement: 2.4 / ___ Liters 144.4 / ___ Cubic Inches
Engine: Front x Mid ___ Rear ___ Drive: FWD ___ RWD ___ 4WD-FT ___ 4WD-PT x
Exhaust ECS (eg., EGR, MFI, TC, CAC): MFI, EGR, PAIR, HO2S(2), TWC
(use abbreviations per SAE J1930 SEP91)

Engine code (also list CA/49/50ST	Vehicle Models (if coded see attachmt.)	Trans. Type: A/L-auto M-manual	ETW or Test Wt	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR System Part No.	Catalytic Converter Part No.
1	RN101L-TRMDEA -TRMDEAB	M5	3625	14.3	89661-35850	25620-35100	H04
2	RN101L-TRMDEA -TRMDEAB		3625	14.3			
3	RN101L-TRMDEA -TRMDEAB		3625	15.7			
4	RN101L-TRMDEA -TRMDEAB		3625 3750	15.7			
5	RN101L-TRPDEA -TRPDEAB	L4	3625 3750	14.3	89661-35860	25620-35130	
6	RN101L-TRPDEA -TRPDEAB		3750	14.3			
7	RN101L-TRPDEA -TRPDEAB		3750	15.7			
8	RN101L-TRPDEA -TRPDEAB		3750	15.7			

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

VEHICLE MODELS :

Truck 4WD

RN101L-TRMDEA RN101L-TRMDEAB
-TRPDEA -TRPDEAB