File

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-23-281
Relating to Certification of New Motor Vehicles

HONDA MOTOR CO., LTD.

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 Order G-45-9;

IT IS ORDERED AND RESOLVED: That the following exhaust and evaporative emission control systems produced by the manufacturer are certified as described below:

Model Year: 2000

Vehicle Type: Passenger Car

Exhaust Emission Standard Category: "LEV II" Super-Ultra-Low-Emission Vehicle (LEV II SULEV)

Fuel Type: Gasoline

Test Group: YHNXV02.3NL5

Engine Displacement: 2.3 Liters

Evaporative Family: YHNXR0130AAA

Special Features and Exhaust Emission Control Systems:

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

Models Covered: Accord

The exhaust certification emission levels and standards, in grams per mile, of non-methane organic gases (NMOG), carbon monoxide (CO), oxides of nitrogen (NOx), and formaldehyde (HCHO) for the listed vehicle models are as follows. The NMOG exhaust certification emission levels include application of the reactivity adjustment factor (RAF) as specified. (In-use exhaust standards are in parentheses.)

The evaporative hydrocarbon (HC) certification emission levels and standards for three-day diurnal plus hot soak (3D) and two-day diurnal plus hot soak (2D) in grams per test, running loss (RL) in grams per mile, and onboard refueling vapor recovery (ORVR) in grams per gallon of fuel dispensed, for the listed vehicle models are as follows.

| Type of Emissions | Miles | Certification Level | Certification Standards (In-Use Exhaust Standards) |
|---|---|---|---|
| EXHAUST @ NMOG RAF = 1.00 | | | |
| ..... NMOG fleet average | | 0.075 (projected) | 0.073 |
| NMOG | 50,000 | n/a | n/a (n/a) |
| NMOG | 120,000 | 0.007 | 0.010 (0.015) |
| CO | 50,000 | n/a | n/a (n/a) |
| CO | 120,000 | 0.3 | 1.0 (1.0) |
| NOx | 50,000 | n/a | n/a (n/a) |
| NOx | 120,000 | 0.01 | 0.02 (0.025) |
| NOx (highway) | 50,000 | n/a | n/a |
| NOx (highway) | 120,000 | 0.01 | 0.03 |
| HCHO | 50,000 | n/a | n/a |
| ..... HCHO | 120,000 | 0.0005 | 0.004 |
| ..... CO (20°F) | 50,000 | 0.8 | 10.0 |
| NMOG (50°F) | 4,000 | 0.017 | 0.020 |
| CO (50°F) | 4,000 | 0.2 | 1.0 |
| NOx (50°F) | 4,000 | 0.01 | 0.02 |
| HCHO (50°F) | 4,000 | 0.001 | 0.008 |
| EVAPORATIVE | | | |
| HC-2D | 100,000 | 1.7 | 2.5 |
| HC-3D | 100,000 | 1.3 | 2.0 |
| HC-RL | 100,000 | 0.02 | 0.05 |
| HC-ORVR | 100,000 | 0.02 | 0.20 |

BE IT FURTHER RESOLVED: That, as of the date of this order, the Air Resources Board has not proposed or adopted a RAF for passenger car SULEVs. At the proposal of the manufacturer for the certification of the aforementioned test group, and based on available data and analysis showing there is a strong likelihood that the RAF for such vehicles will be less than 1.000, the applicable RAF for the listed test group shall be treated for all purposes relating to this certification as listed above.

BE IT FURTHER RESOLVED: That the manufacturer has optionally applied for certification of the listed vehicle models in accordance to the test procedures set forth in "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles," as approved by the Air Resources Board on November 5, 1998. Manufacturers choosing this option must comply with all provisions under these test procedures.

BE IT FURTHER RESOLVED: That the listed vehicle models are conditionally certified in accordance to the above-referenced standards and test procedures. This certification is conditional on such standards and test procedures becoming effective by November 27, 1999. If such standards and test procedures do not become effective by November 27, 1999, the manufacturer shall, within 45 days after being notified, submit additional information including data from the second emission-data vehicle, vehicle emission control and smog index label, emission control system warranty statement, etc. to demonstrate compliance with the certification requirements in effect at the time of execution of this Executive Order. Failure to submit the required information within the specified time shall cause the vehicles sold under this Executive Order to be deemed uncertified, and the manufacturer to assume full responsibilities for these vehicles.

BE IT FURTHER RESOLVED: That any debit in the manufacturer's NMOG fleet average compliance plan shall be equalized as required by the standards and test procedures.

BE IT FURTHER RESOLVED: That the manufacturer is certifying the listed vehicle models with a partially complying on-board diagnostic system for the aforementioned model year pursuant to Title 13, California Code of Regulations, Section 1968.1(m)(6.2) ("Malfunction and Diagnostic System Requirements--1994 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines.")

BE IT FURTHER RESOLVED: That for the listed vehicle models, the manufacturer has attested to compliance with the following California emission regulations and requirements. Vehicles certified under this Executive Order shall conform to all applicable California emission regulations and requirements.

- Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks (Title 13, California Code of Regulations, Section 2235).

- Motor Vehicle Emission Control and Smog Index Label Specifications (Title 13, California Code of Regulations, Section 1965).

- Emission Control System Warranty (Title 13, California Code of Regulations, Sections 2035 et seq.)

- High-Altitude Requirements and California Inspection and Maintenance Emission Standards (California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles).

The Bureau of Automotive Repair will be notified by copy of this order.

Executed at Sacramento, California this 8th day of November 1999.

Michael P. Kenny
Executive Officer