State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-887
Relating to Certification of New Motor Vehicles

FORD MOTOR COMPANY

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: 3751-5750 Pound Loaded Vehicle Weight Light-Duty Truck

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

Fuel Type: Fuel Flexible (E85 Ethanol, Gasoline (Indolene))

Test Group: YFMXT03.02D5

Engine Displacement: 3.0 Liters

Evaporative Family: YFMXE0155FBE

Special Features and Exhaust Emission Control Systems:

Sequential Multiport Fuel Injection
Dual Three Way Catalytic Converters
Three Way Catalytic Converter
Dual Heated Oxygen Sensors
Heated Oxygen Sensor
Exhaust Gas Recirculation

Models Covered: Ford Ranger Pickup FFV Ethanol 2WD/4WD;
Mazda B3000 FFV Ethanol 2WD/4WD

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. (The emission levels and standards in parentheses are for gasoline.)

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
EXHAUST @ NMOG RAF = 0.83 (1.00)				
.....	NMOG fleet average		0.100 (projected)	0.099
	NMOG	50,000	0.119 (0.13)	0.160 (0.32)
	NMOG	100,000	0.131 (0.15)	0.200 (0.40)
	CO	50,000	1.9 (2.6)	4.4 (4.4)
	CO	100,000	2.8 (3.4)	5.5 (5.5)
	NOx	50,000	0.05 (0.05)	0.7 (0.7)
	NOx	100,000	0.1 (0.1)	0.9 (0.9)
	NOx (highway)	50,000	0.1 (0.1)	0.9 (0.9)
	NOx (highway)	100,000	0.1 (0.1)	1.2 (1.2)
	HCHO	50,000	0.003 (0.001)	0.018 (0.018)
.....	HCHO	100,000	0.003 (0.001)	0.023 (0.023)
.....	CO (20°F)	50,000	8.4 (7.5)	12.5 (12.5)
	NMOG (50°F)	4,000	n/a	0.32
	CO (50°F)	4,000	n/a	4.4
	NOx (50°F)	4,000	n/a	0.7
	HCHO (50°F)	4,000	n/a	0.036
EVAPORATIVE				
	HC-2D	100,000	1.0	2.5
	HC-3D	100,000	0.7	2.0
	HC-RL	100,000	0.01	0.05
	HC-ORVR	100,000	n/a	0.20

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 1, 1999. If such standards and test procedures do not become effective by November 1, 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 50^0 Fahrenheit testing requirement for the listed vehicle models has been met based on the compliance plan submitted by the manufacturer in lieu of actual testing.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the "Malfunction and Diagnostic System Requirements--1994 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines" (Title 13, California Code of Regulations, Section 1968.1.)

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 El Monte, California this 14th day of July 1999.

R. B. Summerfield, Chief
Mobile Source Operations Division