State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-20-34
Relating to Certification of New Motor Vehicles

ISUZU MOTORS LIMITED

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 1984 model-year Isuzu Motors Limited exhaust emission control systems are certified as described below for diesel-powered light-duty trucks:

Engine Family	Displacement Cubic Inches (Liters)	Exhaust Emission Control Systems (Special Features)
ESZ137K6JBD2	137 (2.2)	Exhaust Gas Recirculation (Diesel Injection - Prechamber)

Vehicle models, transmissions and engine codes are listed on attachments.

The following are the emission standards for this engine family to be listed on the window decal required by "California Assembly-Line Test Procedures for 1983 and Subsequent Model-Year ~~Passenger~~ Cars, Light-Duty Trucks and Medium-Duty Vehicles".

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0-3999	0.46	10.6	1.0

The following are the certification emission values for this engine family:

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0-3999	0.36	1.4	0.9

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all material required to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2036).

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 5th day of August, 1983.

K. D. Drachand, Chief
Mobile Source Control Division

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Engine Family ESZ137K6JBD2 Evaporative Family NA

Engine CID (Liters) 137 (2.2)

ABBREVIATIONS

Ignition System
CA-Centrifugal Advance
EEC-Electronic Engine Control
EI-Electronic Ignition
ESAC-Electronic Spark Advance Control
VA-Vacuum Advance
VR-Vacuum Retard

Exhaust Emissions Control System
AIP-Air Injection-Pump
AIV-Air Injection-Valve
CL-Closed Loop
EGR-Exhaust Gas Recirculation
EM-Engine Modification
OC-Oxidation Catalyst System
TR-Thermal Reactor
TWC-Three Way Catalyst System

Special Features
CCV-Combustion Chamber Valve
CFI-Central Fuel Injection
DID-Diesel Injection-Direct
DIP-Diesel Injection-Prechamber

Fuel System
CFI, CL, DID, DIP, EFI, MFI
nV-nVenturi Carburetor
VV-Variable Venturi

MFI-Mechanical Fuel Injection
TC-Turbocharged

Models: Isuzu P'UP

P'UPD-1: Pick-up 2WD (Short Wheel Base)
P'UPD-3: Pick-up 2WD (Long Wheel Base)
P'UPD-4: Pick-up 4WD (Short Wheel Base)
P'UPD-5: Pick-up 4WD (Long Wheel Base)

DRIVE SYSTEM: REAR

0122S1

1984 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Passenger Cars X Light-Duty Trucks __ Medium-Duty Vehicles __ Gas X Diesel

Manufacturer Isuzu Motors Limited E.O. #A -20-34

Engine Family ESZ137K6JBD2 CID (liter) - Type 137 (2.2)-L4

ECS (Special Features) EGR (DIP)

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System Injection Pump Part No.	EGR Valve Part No.	Label Ident. Part No.
KBD-1	P'UPD-1	M-5	3,000	NA	8941149240	8941156680	8941275470
	P'UPD-3		3,125				
	P'UPD-4	M-4	3,250				
	P'UPD-5		3,375				
KBD-2	P'UPD-1	A-3	3,000		8941104220		
	P'UPD-3		3,125				

Comments: See page one for abbreviations and evaporative emission family identification. Please refer to manufacturer's HP list for correct dyno test HP settings based on model and equipment. If two test weights are listed, the lower weight will be used for testing.

*Add 10% to dyno test HP for air conditioning usage.

Date of Issue -
Revisions: