State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-462
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 Orders G-45-3 and G-45-4;

IT IS ORDERED AND RESOLVED: That 1991 model-year Ford Motor Company exhaust emission control systems are certified as described below for gasoline-powered passenger cars:

Engine Family: MFM3.0V5FDC7 Displacement: 3.0 Liters (181 Cu. Inches)
Equipped with the following exhaust emission control systems:

Heated Oxygen Sensor
Dual Three-Way Catalysts
Exhaust Gas Recirculation
Sequential Multipoint Electronic Fuel Injection

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

The following are the exhaust emission standards for this engine family:

Hydrocarbons (Grams per Mile)	Carbon Monoxide (Grams per Mile)	Nitrogen Oxides (Grams per Mile)
0.39	7.0	0.4

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

Hydrocarbons (Grams per Mile)	Carbon Monoxide (Grams per Mile)	Nitrogen Oxides (Grams per Mile)
0.16	3.9	0.3

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Gasoline-Powered 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" (Title 13, California Code of Regulations, Section 2290) for the aforementioned model-year.

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's high altitude requirements and highway emission standards 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" (Title 13, California Code of Regulations, Section 1965) for the aforementioned model year.

BE IT FURTHER RESOLVED: That the vehicle models listed also comply with the "Malfunction and Diagnostic System for 1988 and Subsequent Model Year[s]..." (Title 13, California Code of Regulations, Section 1968) 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 (California Health and Safety Code Section 43205).

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 24th day of July, 1990.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

E.O.# A-10-462

1991 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer FORD MOTOR COMPANY Eng. Family MFM3.0V5FDC7

Pass Cars XXX Lt-Duty Trucks ___ Med-Duty Vehicles ___ Fuel Type GASOLINE

Eng. Type V6 Liter (CID) 3.0L (181) Evap. Family HM

Emission Control System & Special Features TWC,HO2S,EGR, ?, SMPI,
(Use abbreviations per SAE J1930 June88)

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

Eng. Code/ (Cert Std.)	Veh. Models (If Coded see Attachmt.)	Trans. Type: A-Auto M-Man.	Loaded Veh. Weight	RLHP	Ign. Sys. (PCME/PROM) Part No. -12A650-	EGR Syst. Part No -9D475-	Catalyst Part No. -5F250-
0-09P-R00A	TAURUS SEDAN	M5	3625 1/	7.5	F0DF--RA	E6AE--BA	E9DC--EA OR E9DC--ED
0-09P-R00A	TAURUS SEDAN		3625	6.8			

Certification Standards
NMHC: 0.39
CO: 7.0
NOx: 0.4
EVAP: 2.0

1/ ACTUAL EQUIVALENT TEST WEIGHT (ETW) PER 86.129.80 AS SHOWN. HOWEVER, FORD ELECTS TO CONDUCT TESTING AT THE NEXT HIGHER ETW.