State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-16-192
Relating to Certification of New Motor Vehicles

MAZDA 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 Mazda Motor Corporation exhaust emission control systems are certified as described below for passenger cars:

Fuel Type: Gasoline

Engine Family: STK2.5VJGFEK Displacement: 2.5 Liters (152 Cubic Inches)

Exhaust Emission Control Systems and Special Features:

Dual Warm Up Three Way Catalytic Converters
Three Way Catalytic Converter
Dual Heated Oxygen Sensors (two)
Exhaust Gas Recirculation
Sequential Multiport Fuel Injection
On-Board Diagnostic II

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:

Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
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:

Miles	Non-Methane Hydrocarbons	Carbon Monoxide	Nitrogen Oxides
50,000	0.11	1.1	0.1
100,000	0.12	1.2	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 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 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 listed vehicle models also comply with "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 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)(6.0) ("Malfunction and Diagnostic System Requirements--1994 and Subsequent Model-Year Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles and Engines"), provided production of these vehicle models commences prior to April 1, 1994.

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 22nd day of December, 1993.

R. B. Summerfield
Assistant Division Chief
Mobile Source Division

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Manufacturer Mazda Motor Corporation Engine Family STK2.5VJGFEK

Passenger Car x (PC) Light-Duty Truck ___ (T1/T2) Medium-Duty Vehicle ___ (M1/M2/M3/M4/M5)

Stds Type: Tier 1 (Tier 0/1, AB965, TLEV, LEV, ULEV) Vehicle Type (FFV, HEV(Type A/B/C)): N/A

Fuel Type Unleaded Evaporative Family STK1078BYP01

Engine Config. V-6 Liter(CID) 2.5 (152.4)

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

Exhaust ECS & Special Features (incl. CARB, MFI, etc.) Dual HO2S(2), SFI, Dual WU-TWC, TWC, EGR, OBD2

(use abbreviations per SAE 1930 MAY91)

Engine Code (Cert. Std.)	Vehicle Models (if coded see attachment)	Trans. Type A-automatic M-manual	ETW	DPA or RLHP	Ignition (ECM/PCM) Part No.	EGR System Part No.	Catalyst Part. No.
BKLD-AC	Mazda Millenia	A-4	3625	5.8	Distributor:KF34 ECU:KL47	EGR Control Valve: KL47	Monolith converter: KL47 (Main) KL50(pre.) KL50(Pre.)

Certification Standard:

	NMHC		CO		NOx		EVAP.	
50,000 miles	0.25	g/mile	3.4	g/mile	0.4	g/mile	2.0	g/test
100,000 miles	0.31	g/mile	4.2	g/mile	---		---	

	at 2500 rpm N/L	at idle
Idle HC	220	100
Idle CO	1.2	1.0

Revisions:
1290