State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-947
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: 2001

Vehicle Type: Passenger Car

Exhaust Emission Standard Category: Low-Emission Vehicle (LEV)

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

Test Group: 1FMXV03.0VF9

Engine Displacement: 3.0 Liters

Evaporative Family: 1FMXR0115FAE

Special Features and Exhaust Emission Control Systems:

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

Models Covered: Ford Taurus FFV Ethanol; Taurus Wagon FFV Ethanol
Mercury Sable FFV Ethanol; Sable Wagon FFV Ethanol

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 organic material hydrocarbon equivalent (OMHCE) 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 = 1.00 (1.00) | | | | |
| ..... | NMOG fleet average | | 0.070 (projected) | 0.070 |
| | NMOG | 50,000 | 0.042 (0.035) | 0.075 (0.125) |
| | NMOG | 100,000 | 0.055 (0.046) | 0.090 (0.156) |
| | CO | 50,000 | 0.6 (0.4) | 3.4 (3.4) |
| | CO | 100,000 | 0.9 (0.6) | 4.2 (4.2) |
| | NOx | 50,000 | 0.1 (0.1) | 0.2 (0.2) |
| | NOx | 100,000 | 0.2 (0.1) | 0.3 (0.3) |
| | NOx (highway) | 50,000 | 0.04 (0.03) | 0.3 (0.3) |
| | NOx (highway) | 100,000 | 0.1 (0.1) | 0.4 (0.4) |
| | HCHO | 50,000 | 0.001 (0.0005) | 0.015 (0.015) |
| ..... | HCHO | 100,000 | 0.002 (0.001) | 0.018 (0.018) |
| ..... | CO (20°F) | 50,000 | 6.4 (3.6) | 10.0 (10.0) |
| | NMOG (50°F) | 4,000 | n/a (n/a) | 0.150 (n/a) |
| | CO (50°F) | 4,000 | n/a (n/a) | 3.4 (n/a) |
| | NOx (50°F) | 4,000 | n/a (n/a) | 0.2 (n/a) |
| | HCHO (50°F) | 4,000 | n/a (n/a) | 0.030 (n/a) |
| EVAPORATIVE | | | | |
| | OMHCE-2D | 100,000 | 1.2 | 2.5 |
| | OMHCE-3D | 100,000 | 1.0 | 2.0 |
| | OMHCE-RL | 100,000 | 0.01 | 0.05 |
| | OMHCE-ORVR | 100,000 | 0.04 | 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 LEVs operated on Ethanol. 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 1.00, 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 any debit in the manufacturer's NMOG fleet average compliance plan shall be equalized as required by the "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles."

BE IT FURTHER RESOLVED: That the 50° 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 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 El Monte, California this 20th day of June 2000.

R. B. Summerfield, Chief
Mobile Source Operations Division