 E.O.

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-17-54
Relating to Certification of New Motor Vehicles

AMERICAN MOTORS CORPORATION

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Sections 43100, 43102, 43103, and 43835; 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 American Motors Corporation exhaust emission control systems are certified as described below for 1980 model-year gasoline-powered light-duty trucks:

Engine Family	Displacement Cubic Inches	Exhaust Emission Control Systems (Special Features)
BT-6C1	151	Exhaust Gas Recirculation Three Way Catalyst with Closed Loop

Vehicle Models, Transmissions, Engine Codes and Evaporative Emission Control Families as listed on attachments.

The following are the certification emission values to be listed on the window decal required by California Assembly-Line Test Procedures for 1980 model-year vehicles:

Engine Family	Inertia Weight Class	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
BT-6C1	0-3999	0.19	2.9	1.3

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 except Motorcycles".

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 Administrative Code, Section 2290) for the aforementioned model year.

BE IT FURTHER RESOLVED: That American Motors Corporation has provided to the Executive Officer 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 30th day of August 1979.

K. D. Drachand by M. Fingerhut

K. D. Drachand, Acting Chief
Mobile Source Control Division

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Manufacturer American Motors Corp. Executive Order No. A-17-54 Page 1

Engine Family BT-6C1 Engine (CID) 151

Evaporative Family: E-3aT

ABBREVIATIONS

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

Fuel System
EFI, MFI
nV-nVenturi Carburetor
VV-Variable Venturi

Exhaust Emissions Control System
AI-Air Injection
CL-Closed Loop
EGR-Exhaust Gas Recirculation
EM-Engine Modification
OC-Oxidation Catalyst
PAI-Pulse Air Injection
TR-Thermal Reactor
TWC-Three Way Catalyst

Special Features
CCAV-Combustion Chamber Air Valve
EFI-Electronic Fuel Injection
MFI-Mechanical Fuel Injection
TC-Turbo Charged

Vehicle Models

CJ5
CJ7
DJ5L

051479

GO Book

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☐ Passenger Cars ☒ Light-Duty Trucks ☐ Medium-Duty Vehicles ☒ Gas ☐ Diesel

Manufacturer American Motors Corporation Page 1A

Engine Family BT-6C1 CID-Type 151-L-4 Engine Code 1A2 & 1M2 1M1 and 1A1

ECS (Special Features) EGR, TWC W/CL + 10% (A/C) Yes ____ No X

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Test Weight Class (Inertia)	Ign. System CA, VA, EI Mfgr. Part No.	Fuel System 1-2V Mfgr. Part No.	EGR Valve Mfgr. Part No.	Label Ident.
1M1 1M2 (2)	CJ5	M-4	2875	Delco Remy 1105060	Rochester 17080781	G.M. 17056373	536-1518
	CJ7		3000	A.M. Part No. 1105060	A. M. Part No. SF3236767	A. M. Part No. 3237108	
1A1 1A2(1)	DJ5L	A-3	2500	Delco Remy 1110561 A.M. Part 1110561	Rochester 17080782 A.M. Part SF3236768		-

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, equipment and inertia weight class.

Date of Issue - 8/30/79

(1) Added per running change 80-35.
(2) Added per running change 80-51.

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