

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-8-15
Relating to Certification of New Motor Vehicles

BAYERISCHE MOTOREN WERKE

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 Bayerische Motoren Werke exhaust emission control systems are certified as described below for 1980 model-year gasoline-powered passenger cars.

<u>Engine Family</u>	<u>Displacement Cubic Inches</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
BMW 32L	195.9	Three Way Catalyst with Closed Loop (Electronic Fuel Injection)

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:

<u>Engine Family</u>	<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
BMW 32L	0.26	1.9	0.6

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 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 1980 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That Bayerische Motoren Werke 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 28th day of September, 1979.


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

1980 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer Bayerische Motoren Werke Executive Order No. A-8-15 Page 1
 Engine Family BMW 32L Engine (CID) 195.9

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: BMW 633CSi
 BMW 633CSiA
 BMW 733i
 BMW 733iA

Evaporative Emission Control Family: EV 10

1980 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

E.O. #A -8-15

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

Manufacturer Bayerische Motoren Werke

Page 2

Engine Family BMW 32L CID-Type 195.9 - I6

Engine Code -

ECS (Special Features) TWC w/CL (EFI) + 10% (A/C) Yes No

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Test Weight Class (Inertia)	Ign. System CA,VA,ER,EI Distributor Part No.	Fuel System EFI Part No.	EGR Valve Part No.	Label Ident. Part No.
32LM4	BMW 633CSi BMW 733i	M-4	3875 (4000)	0-237-304-015	0-280-001-122 Electronic Control Unit	None	2-121-064
32LA2	BMW 633CSiA BMW 733iA	A-3					

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.

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