

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-3-39  
Relating to Certification of New Motor Vehicles

DAIMLER-BENZ AKTIENGESELLSCHAFT

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 1981 model-year Daimler-Benz Aktiengesellschaft exhaust emission control systems are certified as described below for 1981 diesel-powered passenger cars.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
BMB3.0D6JB5	183 (3.0)	Exhaust Gas Recirculation (Diesel Injection)

Vehicle Models, Transmissions, and Engine Codes 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 1981 model-year vehicles:

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.26	1.0	1.3

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the Board's highway emission standards as stipulated in "California Exhaust Emission Standards and Test Procedures for 1981 Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That the Executive Officer has been provided 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 31<sup>st</sup> day of October, 1980.



K. D. Drachand, Chief  
Mobile Source Control Division

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Manufacturer Daimler-Benz AG Executive Order No. A-3-39 Page 1

Engine Family BMB 3.0 D6JB5 Evaporative Family N/A

ABBREVIATIONS Engine CID (Liters) 183 (3.0)

Ignition System

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

Exhaust Emissions Control System

AIP-Air Injection-Pump  
 AIV-Air Injection-Valve  
 CL-Closed Loop  
 EGR-Exhaust Gas Recirculation  
 EM-Engine Modification  
 OC-Oxidation Catalyst System  
 TR-Thermal Reactor  
 TWC-Three Way Catalyst System

Special Features

CCV-Combustion Chamber Valve  
 CFI-Central Fuel Injection  
 DI-Diesel Injection  
 EFI-Electronic Fuel Injection  
 MFI-Mechanical Fuel Injection  
 TC-Turbocharged

Fuel System

CFI, DI, EFI, MFI  
 nV-nVenturi Carburetor  
 VV-Variable Venturi

VEHICLE MODELS

300D  
 300CD  
 300TD

## 1981 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

 Passenger Cars     Light-Duty Trucks     Medium-Duty Vehicles     Gas     DieselManufacturer Daimler-Benz AGPage 2Engine Family BMB 3.0D 6JB5Engine Code OM 617 - 2ECS (Special Features) EGR (DI)CID (Liter)-  
Type 183 (3.0) L-5

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System Part No.	Fuel System Bosch Part No.	EGR Valve Pierburg Part No.	Label Ident. Part No.
OM 617-2	300D*	4-A	3,500	n/a	PES 5 MW 55/	7.20.662.01	1235849721
	300CD*		3,500		320 RS 20	Mercedes-Benz	
	300TD*		4,000		RW 275/2200 MW 27-1 Mercedes-Benz 6170703401 6170700545	6171400060	1235841626

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 and equipment. If two test weights are listed, the lower weight will be used for testing.

\*Add 10% to dyno test HP for air conditioning usage.

Date of Issue -