

172.5

Rue Zynode

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-24-18  
Relating to Certification of New Motor Vehicles

AUTOMOBILES PEUGEOT

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-45-3, and G-45-4;

IT IS ORDERED AND RESOLVED: That 1983 model-year Automobiles Peugeot exhaust emission control systems are certified as described below for diesel-powered passenger cars.

<u>Engine Family</u>	<u>Displacement Cubic Inches (Liters)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
DPE2.3D6JBA3	141 (2.3)	Exhaust Gas Recirculation (Diesel Injection - Prechamber)

Vehicle Models, Transmissions, Engine Codes as listed on attachments.

The following are the emission standards for this engine family to be listed on the window decal required by California Assembly-Line Test Procedures for 1983 model-year vehicles:

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.46	8.3	1.5

The following are the certification emission values for this engine family:

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per Mile</u>
0.31	1.4	1.0

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 and Subsequent 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 11<sup>th</sup> day of June, 1982.

  
K. D. Drachand, Chief  
Mobile Source Control Division

MAS  
1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer Automobiles Peugeot Executive Order No. A-24-18 Page 1

Engine Family DPE2.3D6JBA3 Evaporative Family N/A

Engine CID (Liters) 140 (2.3)

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

CFI, CL, DID, DIP, EFI, MFI  
nV-nVenturi Carburetor  
VV-Variable Venturi

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  
DID-Diesel Injection-Direct  
DIP-Diesel Injection-Prechamber  
MFI-Mechanical Fuel Injection  
TC-Turbocharged

Vehicle Models

505 Sedan  
504 Wagon

DRIVE SYSTEM: Front engine/Rear drive  
Issue Date: 5/21/82

1983 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

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

Manufacturer PEUGEOT F.O. #A 24-18

Engine Family DPE2.3D6JBA3 CID (liter) - Type 140 (2.3) L4

ECS (Special Features) \_\_\_\_\_

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Ign. System	Fuel System	EGR Valve	Label Ident.
			Part No.	Part No.	Part No.	Part No.
D2C D2C/AC	505 Sedan 504 Wagon	M4 A3	N/A	Pump 1921 29	1625 17	VECI 91 514 05080 Vac.Hose 91 51 405 280
				Injectors DNO SD 251 1984 22		VECI 91 514 05180 Vac. Hose 91 51 405 280

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 - 5/21/82

Revisions: