State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-9-161
Relating to Certification of New Motor Vehicles

CHRYSLER CORPORATION

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 1987 model-year Chrysler Corporation exhaust emission control systems are certified as described below for gasoline-powered light-duty trucks and medium-duty vehicles:

Engine Family	Displacement Cubic Inches (Liters)	Exhaust Emission Control Systems (Special Features)
HCR3.7T1HDS3	225 (3.7)	Air Injection - Pump Exhaust Gas Recirculation Three-Way Catalyst with Closed Loop

Vehicle models, transmissions, engine codes and evaporative emission control families are listed on attachments.

The following are the emission standards for this engine family:

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per mile
4000-5999	0.50	9.0	1.0

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

Equivalent Inertia Weight	Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
4000-5999	0.23	3.5	0.7

BE IT FURTHER RESOLVED: That the listed models were certified to the optional NOx emission standard thereby making the vehicle manufacturer subject to Section 1960.1.5 of Title 13, California Administrative Code which includes recall liability for emission control components up to 7 years or 75,000 miles if found defective by the Executive Officer.

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".

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 1981 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles".

BE IT FURTHER RESOLVED: That the listed vehicle models also comply with the "California Motor Vehicle Tune-Up Label Specifications" (Title 13, California Administrative Code, Section 1965) for the aforementioned model year.

BE IT FURTHER RESOLVED: That for the listed vehicles, the manufacturer has submitted and the Executive Officer hereby approves the materials to demonstrate certification compliance with the Board's emission control system warranty regulations (Title 13, California Administrative Code, Section 2035 et seq.).

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 17th day of December, 1985.

K. D. Drachand, Chief
Mobile Source Division

Manufacturer CHRYSLER CORPORATION Executive Order No. A-9-161

Engine Family HCR3.7T1HDS3 Evaporative Family HCRTF/HCRTG

Engine CID (Liters) 225(3.7)

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
V[illegible]riable 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
TOC-Trap Oxidizer Continuous
TOI-Trap Oxidizer Intermittent
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
EFI-Electronic Fuel Injection
IC - Intercooler
MFI-Mechanical Fuel Injection
TC-Turbocharged

VEHICLE MODELS:	CARLINE
B150,B250	Dodge Van/Wagon
D100,D150	Dodge Pickup

DRIVE SYSTEM: FRONT Engine/ REAR -Wheel Drive

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1987 CALIFORNIA 3.7L-1V LIGHT DUTY TRUCK E.O.No. A-9-161

TEST WEIGHT AND HORSEPOWER

Model	Trans.	Tires	Tire Code	Test Weight (LBS.)	Coastdown H.P.
D1L61 D1L62	MOD, Auto	P195/75R15 P205/75R15 P235/75R15XL	TNC TPF,G TSC,D,F	4000	14.6
		P205/75R15 M&S P235/75R15XL M&S	TPF TSC	4000	13.8
B1L11	MOD,Auto	P195/75R15 P205/75R15 P225/75R15 P235/75R15XL	TNC TPF,G TRE,F TSC,D,F	4000	14.7
B1L12	MOD,Auto	P195/75R15 P205/75R15 P225/75R15 P235/75R15XL	TNC TPF,G TRE,F TSC,D,F	4250 M40D 4000 Auto	14.7
B1E51 B1L51	Auto	P205/75R15 P225/75R15 P235/75R15XL	TPF,G TRE,F TSC,D,F	4500	14.7
B1L52	Auto	P205/75R15 P225/75R15 P235/75R15XL	TPF,G TRE,F TSF	4500	14.7
B2L11	MOD,Auto	P225/75R15 P235/75R15XL	TRE,F TSC,D,F	4000	14.7
B2L12	MOD,Auto	P225/75R15 P235/75R15XL	TRE,F TSC,D,F	4250 M40D 4000 Auto	14.7
B2L13	M40D,Auto	P235/75R15XL	TSC,D,	4250	14.7
B2L52	Auto	P225/75R15 P235/75R15XL	TRE,F TSC,D,F	4500	14.7

E.O. #A -9-161

1987 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

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

Manufacturer CHRYSLER CORPORATION Page 2

Engine Family HCR3.7T1HDS3 Engine Code CALIF.

ECS (Special Features) AIP,TWC,CL,EGR CID (Liter)-Type 225(3.7)-IN LINE 6 OHV

Engine Code	Vehicle Models (If Coded see attachment)	Trans.	Equiv. Test Weight	Ign. System ESA/EFC Part No.	Fuel System 1V Part No.	EGR Valve Part No.	Label Ident. Part No.
M-1	D1,B1,B2	M4OD	4000	4289617	4306461	4287555	VECI 4300552
M-2	B1,B2					4287557	VAC. HOSE B-MODELS 4307467
	B2		4250				
A-1	D1,B1,B2	A3	4000	4289615	4306462	4287553	D-MODELS 4306811
A-2	B2		4250			4287552	
	B1,B2		4500				

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 - 12/09/85

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