

State of California  
AIR RESOURCES BOARD

EXECUTIVE ORDER A-10-328  
Relating to Certification of New Motor Vehicles

FORD MOTOR COMPANY

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 1988 model-year Ford Motor Company exhaust emission control systems are certified as described below for gasoline-powered passenger cars:

<u>Engine Family</u>	<u>Displacement Liters (Cubic Inches)</u>	<u>Exhaust Emission Control Systems (Special Features)</u>
JFM1.6V5FZKO	1.6 (98)	Three-Way Catalyst Oxygen Sensor (Electronic Fuel Injection)

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

The following are the emission standards for this engine family:

<u>Hydrocarbons Grams per Mile</u>	<u>Carbon Monoxide Grams per Mile</u>	<u>Nitrogen Oxides Grams per mile</u>
0.39	7.0	0.7

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>
0.16	1.7	0.4

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 1988 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 the listed vehicle models have been granted an exemption from compliance with the requirements of the "Malfunction and Diagnostic System for 1988 and Subsequent Model Year[s]..." (Title 13, California Administrative Code, Section 1968) 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.) and with Health and Safety Code Section 43204.

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 December, 1986.

  
K. D. Drachand, Chief  
Mobile Source Division

Manufacturer Ford Motor Company Engine Family JFML.6V5FZKO (Ford)  
 Evaporative Family 8PA (Ford) Engine Type I-4  
 Liters (CID) 1.6 (97.5 CID)

ABBREVIATIONS

<u>Ignition System</u>	<u>Exhaust Emissions Control System</u>	<u>Special Features</u>
CA-Centrifugal Advance	AIP-Air Injection-Pump	CCV-Combustion Chamber Valve
EEC-Electronic Engine Control	AIV-Air Injection-Valve	CFI-Central Fuel Injection
EI-Electronic Ignition	CL-Closed Loop	DID-Diesel Injection-Direct
ESAC-Electronic Spark Advance Control	EGR-Exhaust Gas Recirculation	DIP-Diesel Injection-Prechamber
VA-Vacuum Advance	EM-Engine Modification	EFI-Electronic Fuel Injection
VR-Vacuum Retard	OC-Oxidation Catalyst System	IC-Intercooler or aftercooler
	SPL-Smoke Puff Limiter or Throttle Delay	MFI-Mechanical Fuel Injection
	TQC-Trap Oxidizer, Continual	TC-Turbocharger
	TOP-Trap Oxidizer, Periodical	
	TR-Thermal Reactor	
	TWC-Thraee-Way Catalyst System	

Fuel System

CFI, CL, DID, DIP, EFI, MFI  
 nV-nVenturi Carburetor

VEHICLE MODELS: Mercury Tracer

Drive: Front x Mid. \_\_\_\_\_ Rear \_\_\_\_\_  
 Drive: FWD x RWD \_\_\_\_\_ 4WD Full Time \_\_\_\_\_ 4WD Part Time \_\_\_\_\_

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Passenger Cars  Light-Duty Trucks \_\_\_\_\_ Medium-Duty Vehicles \_\_\_\_\_ Gas  Diesel \_\_\_\_\_ Page 2

Manufacturer Ford Motor Company Engine Family JFML.6V5FZKO (Ford)

Liter (CID) 97.5 CID (1.6) Eng. Type I-4

Emission Control Sys. (Special Features) TWC, ~~CL~~, (EFI), OS

Engine Code	Vehicle Models (If Coded see attachment) (Dyno Hp)		Trans. Type	Equiv. Test Weight	Ign. System (ECU) Part No.	Fuel System Part No.	EGR Valve Part No.	Catalyst Part No.
B6-M		7.2	M-5					
B6-MC		7.9						
6-A	Tracer	7.2	A-3	2500	D4R85-04	19550-0466	N.A.	B630
		7.9						
AC		8.4						

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.

Date of Issue 12/31/86

Revisions: