State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER A-266-2
Relating to Certification of New Motor Vehicles

NEW UNITED MOTOR MANUFACTURING, INC.

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 1986 model-year New United Motor Manufacturing, Inc. exhaust emission control systems are certified as described below for gasoline-powered passenger cars:

Engine Family	Displacement Cubic Inches (Liters)		Exhaust Emission Control Systems (Special Features)
GNT1.6V2FCC8	96.8	(1.6)	Air Injection - Valve 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:

Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per mile
0.39	7.0	0.7

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

Hydrocarbons Grams per Mile	Carbon Monoxide Grams per Mile	Nitrogen Oxides Grams per Mile
0.29	4.2	0.5

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 5th day of August, 1985.

K. D. Drachand, Chief
Mobile Source Division

1985 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

Manufacturer NUMMI
Executive Order No. A-266-2
Engine Family GNT1.6V2FCC8
Evaporative Family EV-A
Engine CID (Liters) 96.8(1.6)

ABBREVIATIONS

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
TOC-Trap Oxidizer Continual
TOP-Trap Oxidizer Periodical
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

Fuel System

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

VEHICLE MODELS :

Nova	Nova
AE82L-FEMDCA	AE82L-FLMDCA
-FEMNCA	-FLMNCA
-FEHDCA	-FLHDCA
-FEHNCA	-FLHNCA

DRIVE SYSTEM : Front Engine/Front - Wheel Drive

.08.13.03.00 Model identification chart E.O. No A-266-2

Car line	Engine type	Body style	Trans. conf.	Trim level	Model code
Nova	Carb.	4-dr sedan	M5	BASE	AE82L-FEMDCA
			M5	CL	-FEMNCA
			A3	BASE	-FEHDCA
			A3	CL	-FEHNCA
		4-dr liftback	M5	BASE	AE82L-FLMDCA
			M5	CL	-FLMNCA
			A3	BASE	-FLHDCA
			A3	CL	-FLHNCA

.04.00 Family identification chart

An engine family name is determined in accordance with the standardized procedure provided by EPA.

The engine and evaporative family combinations and abbreviated engine family names are as follows.

Engine family name	Abbreviation of engine family name	Evap. family
GMT1.6V2HFF1	1.6V2F	EV-A
GMT1.6V2FCC8	1.6V2C	

E.O. #A-266-2

1986 AIR RESOURCES BOARD SUPPLEMENTAL DATA SHEET

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

Manufacturer NUMMI Page 2

Engine Family GNT1.6V2FCC8 Engine Code 1 thru 8 & 1R1 thru 8R1

CID (Liter)- 96.8(1.6)

ECS (Special Features) AIV + CL + EGR + TWC Type 4 cyl. in-line

Engine code	Vehicle Models (If Coded see attachment) Refer to 08.13.03.00	Trans.	Equiv. Test Weight	Ign. System EI, CA, VA Part No. [Distributor]	Fuel System 2V, CL Part No. [Carburetor]	EGR Valve Part No.	Label Ident. Part No.
1 thru 4	AE82L-FEMDCA -FEMNCA -FLMDCA -FLMNCA	M5	2,500 2,625	19030-01021 (19030-16081)*1	21100-01030 (21100-16210)*1	25620-01010 (25620-15250)*1	11298-01041
1R1 thru 4R1 *2				19030-01022 (19030-16082)*1			
5 thru 8	AE82L-FEHDCA -FEHNCA -FLHDCA -FLHNCA	A3	2,500 2,625	16030-01021 (19030-16081)*1		25620-01020 (25620-15030)*1	
5R1 thru 8R1 *2				16030-01022 (19030-16082)*1			

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.

Note *1 : Numbers appeared on parts.

*2 : After running change 86-R-1.

08.13.00.00 General specifications

.02.00 Test HP

E.O. No. A-266-2

Vehicle model	Tire size	Test weight	w/o A.C.factor		w/ A.C.factor		Measurement procedure *1
			Test HP	C.D.time (sec.)	Test HP	C.D.time (sec.)	
AE82L-FEM*CA	P155/80R13 P175/70R13	2,500	7.0	14.46	7.7	13.62	T.A.
		2,625		15.19		14.30	
AE82L-FEH*CA	P155/80R13 P175/70R13	2,500	7.0	13.31	7.7	12.70	
		2,625		13.96		13.21	
AE82L-FLM*CA	P155/80R13 P175/70R13	2,500	6.6	14.84	7.2	14.09	
		2,625		15.58		14.74	
AE82L-FLH*CA	P155/80R13 R175/70R13	2,500	6.6	14.36	7.2	13.63	
		2,625		15.07		14.24	

Note *1 : T.A. means Toyota alternative procedure other than coastdown, which was approved by EPA on 10/08/81 and 10/22/81.

PROJECTED EMISSIONS(1)

Veh. ID	Code (Displ)	Trans	Axle Ratio	ETW	RLHP	MFG City/Hwy	Test Loc.	NMHC	CO	NOx	Hwy NOx	Evap	Part
86-E4 (00)	4	M5	3.722	2,625	7.7	32.2/46.6	MFR	0.29	4.2	0.34	0.10	-	-
86-E5 (00)	8	A3	3.234	2,625	7.7	30.9/40.4	EPA	0.17	1.7	0.51	0.042	1.13	-
86-E1 (00)	4	M5	3.722	2,625	7.7	- / -	MFR	-	-	-	-	0.81	-

(1) The emission data vehicle/s above comply with standards of 0.39 | 7.0 | 0.7 | 0.9 | 2.0 | -

and includes deterioration factors of 1.324 | 1.439 | 1.277 | 1.277 | 0.008 | -

Evaporative DF is the average of Vehicle DF 86-D2 and Bench DF 83-CF-20

(2) Trap Oxidizer : ___ Yes _x_ No ; ___ Continual ___ Periodic

Remarks *1 See 17.11.00

*2 See 20.03.04 and 20.03.05

Application Processed by [signature] Date 8/2/85 Reviewed by R.J. Kenny Date 8/2/85