

**SAE Power Certification
Form J2723 B**

J2723 Aug2007

SAE J1349
Certified Power™

Manufacturer Name	General Motors
Address:	850 North Glenwood Ave
City:	Pontiac
State	Michigan
Country:	United States
Postal Code	48340-2920
Engine:	2017 SGE L3A D2JCI 1.5L
Model Year & Vehicle Application(s).	2017 D2JCI L3A, Chevrolet Volt
Test Standard:	J1349:Sep2011
Test Location:	General Motors CELL D233
Engine Serial Number:	N73AY549
Test/Run Number:	2016-09-02-00002

RESULTS:

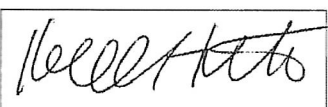
The engine described herein was tested on October 13, 2016 according to the requirements prescribed in J1349:Sep2011, Engine Power Test Code in the presence of a qualified SAE Witness, and was determined to produce the following results:

Parameter	Rated Speed	Rated Output	Measured Speed	Measured* Output	% Difference
Power (hp/kW)	5600	75kW	5600	77kW	2.50%
Torque (ft-lbs/Nm)	4300	140Nm	4300	141Nm	0.70%

SAE Certified Witness 
Date October 13, 2016

APPROVALS:

General Motors declares that the engine tested for this report is representative of engines in series production. General Motors further declares that the performance of engines in series production will characteristically be at least 98% of the rated torque and power values indicated on this report.

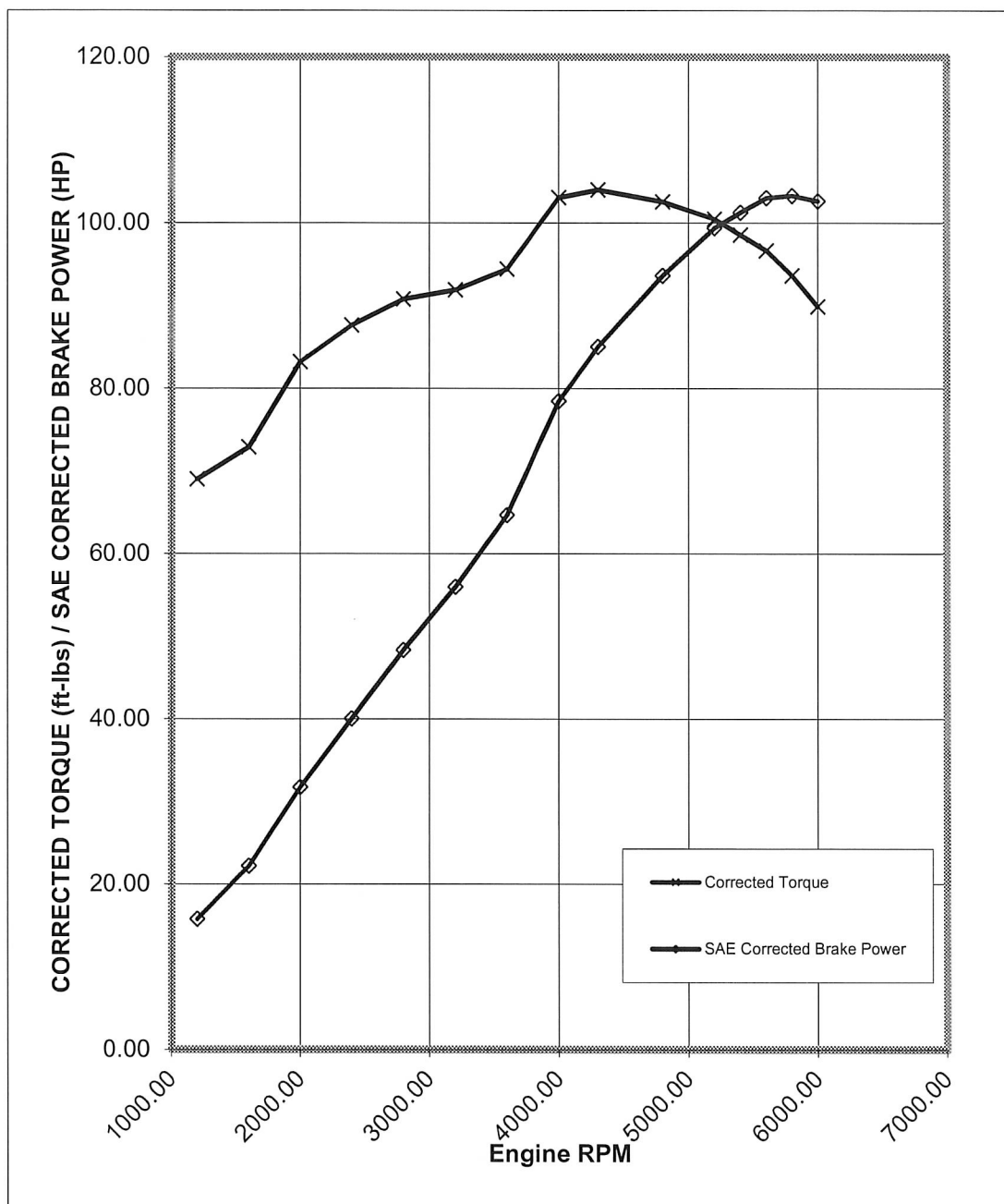

Name: RENDALL FULTON
Title: GLOBAL CHIEF ENGINEER
Date: NOV 16 / 16
Authorization Date: _____

SAE J2723 AUG2007
WOT ENGINE POWER PLOT (AS TESTED)

WOT Engine Power Plot

J2723 Aug2007

General Motors
1490 (cc) / DOHC / 4
2017 D2JCI L3A



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SAE POWER CERTIFICATION FORM J2723 A
ENGINE DESCRIPTION (AS TESTED):

SAE Power Certification Form J2723 A		SAE J1349 Certified Power™
J2723		
ENGINE DESCRIPTION - Data Entry Form		
Description	Value (Enter Values)	Units
Displacement (cc)	1490	cc
Configuration/Number of Cylinders:	4	
Valve Train:	DOHC	
Type:	Hybrid	
Combustion Cycle:	Four Stroke	
Pressure Charging:	Naturally Aspirated	
Charge Air Cooling:	None	
Bore (mm)	74	mm
Stroke (mm)	86.6	mm
Cylinder Numbering Convention	from front of crank nose rearward	
Firing Order:	1-3-4-2	
Compression Ratio:	12:05:01	
Fuel System:	DI	
Fuel System Pressure	400kPa	
Ignition System:	electronic spark ignited	
Knock Control:	dual wide band knock sensors	
Intake Manifold:	passive plastic shell molding	
Exhaust Manifolds:	integrated into cylinder head	
Cooling System:	forced flow liquid cooling	
Coolant Liquid:	50% water and 50% HOAT ethylene glycol	
Thermostat:	Inlet side – blocked open	
Cooling Fan	none	
Lubricating Oil:	SAE 5w20	
Fuel:	87 PON	
Fuel Shut Off Speed:	4900	RPM
Notes:	Engine speed limit by Hybrid-Controller	