State of California
AIR RESOURCES BOARD
Executive Order G-10-089
Equipment Precertification of
Clean Cam Technology Systems

WHEREAS, the Air Resources Board (ARB) has established a statewide Equipment and Process Precertification (Precertification) Program to assist air pollution control and air quality management districts in meeting the requirements of the Air Pollution Permit Streamlining Act (California Health and Safety Code section 42320-42323);

WHEREAS, the ARB has been given the authority under California Health and Safety Code section 39620 to develop and implement the Precertification Program which consists of a preliminary engineering evaluation of the equipment or process and provides recommended operating conditions;

WHEREAS, this Precertification is valid only when this equipment or process is applied to stationary sources and is not valid for modifications of mobile engines;

WHEREAS, this Precertification does not constitute an air pollution permit or eliminate the responsibility of the end user to comply with all federal, state, and local laws, rules, and regulations;

WHEREAS, Clean Cam Technology Systems has requested a Precertification of the Cam Shaft Cylinder Reengineering Kit (Version I) for application to any pre-1993 model year mechanical unit injection Detroit Diesel Corporation's engines (Models 16V-92, 12V-92, 8V-92, 6V-92, 12V-71, 16V-71, 3L-71, 4L-71, 6L-71, 6V-71, and 8V-71);

WHEREAS, Clean Cam Technology Systems, identified the following Precertification standards regarding the emissions performance of the Cam Shaft Cylinder Reengineering Kit (Version I) for application to any pre-1993 model year mechanical unit injection Detroit Diesel Corporation's engines (Models 16V-92, 12V-92, 8V-92, 6V-92, 12V-71, 16V-71, 3L-71, 4L-71, 6L-71, 6V-71, and 8V-71):

1. emissions no greater than 5.8 grams per brake horsepower-hour (g/bhp-hr) of nitrogen oxides;
2. emissions no greater than 1.0 g/bhp-hr of hydrocarbons;
3. emissions no greater than 8.5 g/bhp-hr of carbon monoxide; and
4. emissions no greater than 0.16 g/bhp-hr of particulate matter;

WHEREAS, I find that the Applicant, Clean Cam Technology Systems, has met the requirements specified in Title 17, California Code of Regulations, section 91400 which incorporates the ARB's Criteria for Equipment Precertification (adopted June 14, 1996) and has satisfactorily demonstrated through independent testing that the reengineering kit described in the application meets the identified Precertification standards;

WHEREAS, this performance Precertification is subject to all conditions and requirements of the ARB's Criteria for Equipment Precertification, including the provisions relating to suspension and revocation;

WHEREAS, marketing of this device using an identification other than that shown in this Executive Order shall be prohibited unless prior approval is obtained from the ARB. Any oral or written references to this Executive Order or its content by Clean Cam Technology Systems, its principals, agents, employees, distributors, dealers, or other representatives must include the disclaimer that this Executive Order is not an endorsement or approval of the Cam Shaft Cylinder Reengineering Kit (Version I) for application to any pre-1993 model year mechanical unit injection Detroit Diesel Corporation's engines (Models 16V-92, 12V-92, 8V-92, 6V-92, 12V-71, 16V-71, 3L-71, 4L-71, 6L-71, 6V-71, and 8V-71). No claim shall be made, such as "Approved by the Air Resources Board," with respect to any advertising or other oral or written communication. It is only a finding that the Cam Shaft Cylinder Reengineering Kit (Version I) for application to any pre-1993 model year mechanical unit injection Detroit Diesel Corporation's engines (Models 16V-92, 12V-92, 8V-92, 6V-92, 12V-71, 16V-71, 3L-71, 4L-71, 6L-71, 6V-71, and 8V-71) meets the identified Precertification standards under the recommended operating conditions as specified in the evaluation for application number 980901;

NOW THEREFORE, IT IS HEREBY ORDERED, that the performance precertification, Executive Order **G-10-089**, executed at Sacramento, California, this 6th day of January 2011, is hereby granted subject to the following conditions and requirements:

1. The issuance of this Precertification Executive Order does not constitute compliance with, or that the equipment or technology identified herein has been verified to meet the requirements of the "Verification Procedures for In-Use Strategies to Control Emissions from Diesel Engines" contained in the California Code of Regulations, Title 13, section 2700 et seq.

2. The equipment or technology identified herein shall not be used to comply with emissions requirements contained in any law, rule or regulation where retrofit technologies for in-use diesel engines are required to meet such verification procedures.

3. This Precertification Executive Order shall expire on January 6th, 2014

James Goldstene
Executive Officer

by: Richard Corey, Chief
Stationary Source Division