Pursuant to the authority vested in the Air Resources Board by 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 Order G-14-012;

IT IS ORDERED AND RESOLVED: The engine and emission control systems produced by the manufacturer are certified as described below for use in on-road motor vehicles with a manufacturer's GVWR over 14,000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE [1]	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS [2]	ECS & SPECIAL FEATURES [3]	DIAGNOSTIC [6]
2016	GCEXH0912XAT	14.9	Diesel	Diesel	HHDD	DDI, TC, CAC, ECM, EGR, OC, PTOX, SCR-U, AMOX	OBD($)

PRIMARY ENGINE'S IDLE EMISSIONS CONTROL [5]	ADDITIONAL IDLE EMISSIONS CONTROL [5]
30g	N/A

ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)
14.9	See attachment for engine models and ratings

* =not applicable; **GVWR**=gross vehicle weight rating; **13 CCR xyz**=Title 13, California Code of Regulations, Section xyz; **40 CFR 86.abc**=Title 40, Code of Federal Regulations, Section 86.abc; **L**=liter; **hp**=horsepower; **kw**=kilowatt; **hr**=hour;

[1] **CNG/LNG**=compressed/liquefied natural gas; **LPG**=liquefied petroleum gas; **E85**=85% ethanol fuel; **MF**=multi fuel a.k.a. **BF**=bi fuel; **DF**=dual fuel; **FF**=flexible fuel;

[2] **L/M/H HDD**=light/medium/heavy heavy-duty diesel; **UB**=urban bus; **HDO**=heavy duty Otto;

[3] **ECS**=emission control system; **TWC/OC**=three-way/oxidizing catalyst; **NAC**=NOx adsorption catalyst; **SCR-U / SCR-N**=selective catalytic reduction – urea / – ammonia; **WU (prefix)** =warm-up catalyst; **DPF**=diesel particulate filter; **PTOX**=periodic trap oxidizer; **HO2S/O2S**=heated/oxygen sensor; **HAFS/AFS**=heated/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); **TBI**=throttle body fuel injection; **SFI/MFI**=sequential/multi port fuel injection; **DGI**=direct gasoline injection; **GCARB**=gaseous carburetor; **IDI/DDI**=indirect/direct diesel injection; **TC/SC**=turbo/super charger; **CAC**=charge air cooler; **EGR / EGR-C**=exhaust gas recirculation / cooled EGR; **PAIR/AIR**=pulsed/secondary air injection; **SPL**=smoke puff limiter; **ECM/PCM**=engine/powertrain control module; **EM**=engine modification; **2 (prefix)**=parallel; **(2) (suffix)**=in series;

[5] **ESS**=engine shutdown system (per 13 CCR 1956.8(a)(6)(A)(1); **30g**=30 g/hr NOx (per 13 CCR 1956.8(a)(6)(C); **APS** =internal combustion auxiliary power system; **ALT**=alternative method (per 13 CCR 1956.8(a)(6)(D); **Exempt**=exempted per 13 CCR 1956.8(a)(6)(B) or for CNG/LNG fuel systems; **N/A**=not applicable (e.g., Otto engines and vehicles);

[6] **EMD**=engine manufacturer diagnostic system (13 CCR 1971); OBD**(F) / (P) / ($)**=full / partial / partial with a fine / on-board diagnostic;);

Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.8; 2) the SET and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, for this engine family. "Diesel" CO, SET and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For flexible- and dual-fueled engines, the CERT values in brackets [ ] are those when tested on conventional test fuel. For multi-fueled engines, the STD and CERT values for default operation permitted in 13 CCR 1956.8 are in parentheses.).[4]

in g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
FEL	*	*	0.27	0.27	*	*	*	*	*	*	*	*
CERT	0.01	0.002	0.22	0.12	*	*	1.1	0.6	0.001	0.001	*	*
NTE	0.21		0.40		*		19.4		0.02		*	

[4] **g/bhp-hr**=grams per brake horsepower-hour; **FTP**=Federal Test Procedure; **SET**=Supplemental emissions testing; **NTE**=Not-to-Exceed; **STD**=standard or emission test cap; **FEL**=family emission limit; **CERT**=certification level; **NMHC/HC**=non-methane/hydrocarbon; **NOx**=oxides of nitrogen; **CO**=carbon monoxide; **PM**=particulate matter; **HCHO**=formaldehyde;

BE IT FURTHER RESOLVED: The manufacturer has demonstrated compliance with the Greenhouse Gas Emission Standards as specified in Title 13 CCR 1956.8 and the incorporated "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy Duty Diesel-Engines and Vehicles" (HDDE Test Procedures) adopted Dec. 12, 2002, as last amended Oct. 21, 2014 using the 2014 model year National Heavy-Duty Engine and Vehicle Greenhouse Gas Program as specified in Section 1036.108 of the HDDE Test Procedures. The manufacturer has submitted the required information and therefore has met the criteria necessary to receive a California Executive Order based on the Environmental Protection Agency's Certificate of Conformity for the above listed engine family.

	EPA CERTIFICATE OF CONFORMITY		PRIMARY INTENDED SERVICE CLASS	
	CEX-ONHWY-16-09		TRACTOR / VOCATIONAL	
In g/bhp-hr	CO_2		CH_4	N_2O
	FTP	SET		
STD	555	460	0.10	0.10
FCL	545	454	*	*
FEL	561	468	*	0.16
CERT	545	454	0.02	0.09

[4] **g/bhp-hr**=grams per brake horsepower-hour; **FTP**=Federal Test Procedure; **SET**=Supplemental emissions testing; **STD** = standard or emission test cap; **FEL**=family emission limit; **FCL**=family certification level; **CERT**=certification level; **CO_2**=carbon dioxide; **CH_4**=methane; **N_2O**=nitrous oxide; **VOCATIONAL**=vocational engine; **TRACTOR**=tractor engine

BE IT FURTHER RESOLVED: That the listed engine family is certified to the Alternate Phase-in CO_2 Emission Standards as specified in 13 CCR 1956.8 and section 40 CFR 1036.150 (e) as incorporated in the "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy Duty Diesel-Engines and Vehicles" adopted Dec. 12, 2002, as last amended Oct. 21, 2014.

BE IT FURTHER RESOLVED: Certification to the FEL(s) / FCL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) / FCL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

BE IT FURTHER RESOLVED: Except in vehicle applications exempted per 13 CCR 1956.8(a)(6)(B), engines in this engine family certified under 13 CCR 1956.8(a)(6)(C) [30 g/hr NOx] and section 35.B.4 of the incorporated "California Exhaust Emissions Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles" (HDDE Test Procedures) adopted Dec. 12, 2002, as last amended Apr. 18, 2013, shall be provided with an approved "Certified Clean Idle" label that shall be affixed to the vehicle into which the engine is installed.

BE IT FURTHER RESOLVED: For the listed engine models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1971.1 (on-board diagnostic, full or partial compliance) and 13 CCR 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: The listed engine models are conditionally certified in accordance with 13 CCR Section 1971.1(k) (deficiency and fines provisions for certification of malfunction and diagnostic system) because the heavy-duty on-board diagnostic (HD OBD) system of the listed engine models has been determined to have fourteen deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of $475 per engine for the third through fourteenth deficiencies in the listed engine family that is produced and delivered for sale in California. On a quarterly basis, the manufacturer shall submit to the Air Resources Board reports of the number of engines produced and delivered for sale in California and pay the full fine owed for that quarter pursuant to this conditional certification. Payment shall be made payable to the State Treasurer for deposit in the Air Pollution Control Fund no later than thirty (30) days after the end of each calendar quarter during the 2016 model-year production period. Failure to pay the quarterly fine, in full, in the time provided, may be cause for the Executive Officer to rescind this conditional certification, effective from the start of the quarter in question, in which case all engines covered under this conditional certification for that quarter and all future quarters would be deemed uncertified and subject to a civil penalty of up to $5000 per engine pursuant to HSC Section 43154.

Engines 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 Executive Order.

This Executive Order hereby supersedes Executive Order A-021-0641 dated December 2, 2015

Executed at El Monte, California on this 22nd day of March 2016.

Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science Division

Attachment: Page 1 of 1

EO#: A-021-0641-1

3/7/16

Engine Model Summary Template

Engine Family	1.Engine Code	2.Engine Model	3.BHP@RPM (SAE Gross)	4.Fuel Rate: mm/stroke @ peak HP (for diesel only)	5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	6.Torque @ RPM (SEA Gross)	7.Fuel Rate: mm/stroke@peak torque	8.Fuel Rate: (lbs/hr)@peak torque	9.Emission Control Device Per SAE J1930
3CEXH0912XAT	4586;FR11309	ISX15 450ST	461@1698	264	151	1750@1000	319	108	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11308	ISX15 450ST	461@1698	264	151	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11307	ISX15 450	461@1698	264	151	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11306	ISX15 450	461@1698	264	151	1550@1000	281	95	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11305	ISX15 425ST	436@1698	248	142	1750@1000	319	108	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11304	ISX15 425ST	436@1698	248	142	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11303	ISX15 425	436@1698	248	142	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11302	ISX15 400ST	410@1698	232	133	1750@1000	319	108	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11301	ISX15 400ST	410@1698	232	133	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11300	ISX15 400	410@1698	232	133	1450@1000	261	88	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11331	ISX15 450ST2	461@1698	264	151	1750@1000	319	108	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11331	ISX15 450SA	461@1698	264	151	1750@1000	319	108	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11332	ISX15 415ST2	425@1698	241	138	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586;FR11332	ISX15 415SA	425@1698	241	138	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586:FR11463	ISX15 475	487@1698	281	161	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586:FR11488	ISX15 400ST2	410@1698	232	133	1750@1000	319	108	SCRC, PTOX, PC
3CEXH0912XAT	4586:FR11488	ISX15 400SA	410@1698	232	133	1750@1000	319	108	SCRC, PTOX, PC
3CEXH0912XAT	4586:FR11489	ISX15 400ST2	410@1698	232	133	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586:FR11489	ISX15 400SA	410@1698	232	133	1650@1000	299	101	SCRC, PTOX, PC
3CEXH0912XAT	4586:FR11490	ISX15 420ST2	431@1698	241	138	1750@1000	320	108	SCRC, PTOX, PC
3CEXH0912XAT	4586:FR11490	ISX15 420SA	431@1698	241	138	1750@1000	320	108	SCRC, PTOX, PC

DDI TC, CAC, ECM
EGR, OC, PTOX
SCR-U, AMOX

* Added per running change