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 diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to 14000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	EMISSION STD CATEGORY [2]	FUEL TYPE [1]	STANDARDS & TEST PROCEDURE	ENGINE SIZES (L)	ECS & SPECIAL FEATURES [3]	OBD COMPLIANCE
2016	GCEXH0408BAQ	ULEV	Diesel	Diesel	6.7	DDI, TC, CAC , ECM, EGR, OC, PTOX, SCR-U, AMOX	OBD($)

ENGINE MODELS / CODES (rated power, in hp)	ENGINE (L)	OBD COMPLIANCE
See attachment for engine models and ratings	6.7	OBD($)

* =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; **(2006dec22)**

[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] **SULEV / ULEV / LEV**=super ultra / ultra / low emission vehicle;

[3] ECS=emission control system; TWC/**OC**=three-way/oxidizing catalyst; **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**=exhaust gas recirculation; **PAIR/AIR**=pulsed/secondary air injection; **SPL**=smoke puff limiter; **OBD(F) / (P) / ($)**=full / partial / partial with a fine / on-board diagnostic; **ECM/PCM**=engine/powertrain control module; **EM**=engine modification; **2 (prefix)**=parallel; **(2) (suffix)**=in series; **AMOX**=ammonia oxidation catalyst

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]

	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	0.050	0.050
FEL	*	*	0.30	0.30	*	*	*	*	*	*	*	*
CERT	0.003	0.000	0.19	0.11	*	*	0.7	0.1	0.000	0.002	0.0002	0.0000
NTE	0.21		0.45		*		19.4		0.02		0.075	

[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. 27, 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-16-13		VOCATIONAL	
In g/bhp-hr	CO_2		CH_4	N_2O
	FTP	SET		
STD	576	*	0.10	0.10
FCL	597	*	*	*
FEL	615	*	*	*
CERT	597	*	0.03	0.06

[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. 27, 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: The listed engine models have been certified to the optional emission standards and test procedures in 13 CCR 1956.8 applicable to diesel or incomplete medium-duty vehicles with a GVWR from 8501 to 14000 pounds and, therefore, shall be subject to 13 CCR 2139(c) (in-use testing of engines certified for use in diesel or incomplete medium-duty vehicles with a 8501-14000 pound GVWR).

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 1968.2 (on-board diagnostic, full or partial compliance), and 13 CCR 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: That the manufacturer has elected to include engine models in this engine family which are identified for "emergency vehicle use only". These "emergency vehicle use only" engines are exempt from requirements imposed pursuant to California law and the regulations adopted pursuant thereto for motor vehicle pollution control devices per California Vehicle Code Section 27156.2. The manufacturer must clearly label these engines for "emergency vehicle use only" on the engines' emission control label.

BE IT FURTHER RESOLVED: The listed engine models are conditionally certified in accordance with 13 CCR Section 1968.2(k) (deficiency and fines provisions for certification of malfunction and diagnostic system) because the on-board diagnostic II (OBD) system of the listed engine models has been determined to have eleven deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of $350 per engine for the third through eleventh deficiencies in the listed test group 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.

Executed at El Monte, California on this 9 day of December 2015.

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

EO#: A-021-0640

11-10-2015

Attachment: Page 1 of 1

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
GCEXH0408BAQ	4825;FR95327	ISB6.7 325	320@3000	132	123	750@1600	140	76	SCRC, PTOX, PC
GCEXH0408BAQ	4827;FR95329	ISB6.7 320	320@3000	132	123	650@1600	125	67	SCRC, PTOX, PC
~~GCEXH0408BAQ~~									
GCEXH0408BAQ	Emergency	Vehicle	Ratings						
GCEXH0408BAQ	4825;FR95327	ISB6.7 325 EV	320@3000	132	123	750@1600	140	76	SCRC, PTOX, PC

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