## **⊘** Air Resources Board

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	ENGINE FAN	IILY ENGINE SIZES (L)		FUEL TYPE 1	STANDARDS & TEST	SERVICE	ECS & SPECIAL FEATURES 3	DIAGNOSTIC 5		
, LAK			01220 (2)		PROCEDURE	CLASS	DDI, TC(2), CAC(2), ECM, EGR,	OBD (\$)		
2016	GNVXH0757	0SB	12.4 Diesel		Diesel	HHDD	DOC, PTOX, SCR-U, AMOX			
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL		ADDITIONAL IDLE EMISSIONS CONTROL 5								
30g		N/A								
ENGINE (	(L) ENGINE MODELS / CODES (rated power, in hp)									
12.4		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;										

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;

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

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-ECS-emission control system; INU/OC=three-way/oxidizing catalyst; NAC=NOX adsorption catalyst; SCR-U / SCR-N=selective catalytic reduction – urea / – ammonia; WU (prefix) =warm-up catalyst; DPF-ediesel particulate filter, PTOX=periodic trap oxidizer, HADS/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; IbI/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; AMOX=ammonia oxidation catalyst

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);

EMD=engine manufacturer diagnostic system; OBD(F) / (P) / (\$)=full / partial / partial with 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.).

in	NMHC		NOx		NMHC+NOx		со		PM		нсно	
g/bhp-hr	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP 1	SET	FTP	SET
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
CERT	0.03	0.02	0.14	0.05	*	*	0.3	0.04	0.000	0.001	*	*
NTE	0.21		0.	30	*		19.4		0.02			*

g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET= supplemental emissions testing; NTE=Not-to-Exceed emission limit; 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 CERTIFICAT	E OF CONFORMITY	PRIMARY INTENDED SERVICE CLASS TRACTOR / VOCATIONAL				
	NVX-ON	HWY-16-01					
In		O <sub>2</sub>	CH	N.O.			
g/bhp-hr	FTP	SET	- CH₄	N₂O			
STD .	567	475	0.10	0.10			
FCL	540	474	*	*			
FEL	556	488	0.10	0.10			
CERT	535	474	0.02	0.09			

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<sub>2</sub>=carbon dioxide; CH<sub>4</sub>=methane; N<sub>2</sub>O=nitrous oxide; VOCATIONAL=vocational engine; TRACTOR=tractor engine

**⊘** Air Resources Board

**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:** 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:** Except in vehicle applications exempted per 13 CCR 1956.8(a)(6)(B), 30g rating 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" adopted December 12, 2002, as last amended April 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:** 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 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 seventeen deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of \$425 per engine for the third through seventeenth 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.

Executed at El Monte, California on this

\_\_\_\_ day of January 2016.

Annette Hebert, Chief

Emissions Compliance, Automotive Regulations and Science Division

## **Engine Model Summary Template**

Attachment 1 ab Z

A-004-0401 12-31-2015

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
GNVXH07570SB	A475	A475	475@1700	290	165	1700@1000	313	105 100	, ECM, TC(2), DCC
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A CONTRACT OF THE PERSON NAMED IN CONTRACT OF THE PERSON NAMED	TT TICK I wise in a determination of Theorem and Oracle School (School) (1955 Feb.), included in	legione, hiteriologist, unacione seguie autoriorio societte e e e e e e e e e e e e e e e e e	y no o managemente mo omo omo de la	The state against the second of the designation of the second second of the second second of the second second of the second sec	e transcontraction and the contraction of the contr	THE MEMBERS OF ARTERS ASSESSED IN HERBERS THOSE OF STATE AT THE STATE AT THE	i.	нэ этимэээ эспараманын ньы надаарынга милт этуйн гисин тэмэн нь тэмэг нь т	PTOX, AMOX
GNVXH07570SB	A450H	A450H	450@1700	272	155	1700@1000	313	105	SAME
GNVXH07570SB	A450MT	A450MT	450@1700	272	155	1700/1550	313-286	105-96	SAME  TO CONTRACTOR OF THE PRODUCT O
min and stronger, developed where the Starting and production and production of the starting o	and the school of the trace and the second school of the second school o		TO THE STATE WAS TO THE STATE AS THE ASSESSMENT OF THE THREE THE COLUMN THREE SHAPPERS ASSESSMENT AS THE	BRITANIA PARA PARA PARA PARA PARA PARA PARA PA	entropia seus se um menero continuem proporto a meno a materio introduci destina	@ 1000	scale and including pressure to the second contract of the second co	DOLENNE COR. BORLEY IN THIS TO CONTROL BY THE BEHAVIOR AS MAY DRIVEN ON A STREET OF THE STREET OF TH	и поверующими применяющими темперации по применяющими применяющими применяющими применяющими по применяющими п Применяющими применяющими применяющими применяющими применяющими применяющими применяющими применяющими примен
GNVXH07570SB	A430	A430	430@1700	260	148	1550@1000	287	96	SAME
GNVXH07570SB	A430MT	A430MT	430@1700	260	148	1700/1550	313-287	105-96	SAME
			enconfe comprovation de videatorismos por contro un trop di labela dado con procumentación.			@ 1000	iki sakur suburu sumannankan haku mendankan sengan perkan sengan perkan sengan sengan sengan sengan sengan se	over the commission of the com	AT AMERIKA SETTEMBENGANIAN MANGET PANCO PROCESS FANGO SANDANIAN MANGET MANGET MANGET PANCO PANCO PANCO PANCO P
GNVXH07570SB	A410	A410	410@1700	248	141	1450@1000	266	89	SAME
GNVXH07570SB	A390	A390	390@1700	235	134	1450@1000	266	89	SAME
GNVXH07570SB	A370	A370	370@1700	223	127	1350@1000	245	82	SAME
GNVXH07570SB	A365	A365	365@1700	219	125	1250@1000	227	76	SAME
<b>EMERGENCY</b>	VEHICLES	A TRANSPORT AND A STREET HOUSE THE STREET AND A S	and a sparing, and a state a state of the state at the st	метриотипический изгления в под доставлений на принципический и под		no 2015, Data debatakan di rapa pangangan pangangan dan 18 mangan pangan ang 2015.	naman, ju same semangin singa sagi paga pada pada pada pada pada pada pada	a agraya ang ang ang ang ang ang ang ang ang an	eer graget permaggerer, of this planets entire the resistance of the planets of a stress of the permagnistic o
GNVXH07570SB	F2897	A475	475@1700	290	165	1700@1000	313	105	SAME
GNVXH07570SB	F2898	A430	430@1700	260	148	1550@1000	287	96	SAME
GNVXH07570SB	F2970	A410	410@1700	248	141	1450@1000	266	89	SAME
GNVXH07570SB	F2969	A390	390@1700	235	134	1450@1000	266	89	SAME
GNVXH07570SB	F2968	J A370	370@1700	223	. 127	1350@1000	245	82	SAME

## **Engine Model Summary Template**

Attachment 2062

A-004-0401 12-31-2015

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		9.Emission Control ueDevice Per SAE J1930	
and the same of th							ind Co.			
GNVXH07570SB	F2967	A365	365@1700	219	125	1250@1000	227	76	SAME	
	1									

GEmergeney Rating