Pursuant to the authority vested in the Air Resources Board by Health and Safety Code (HSC), Div. 26, Part 5, Chap. 2; and pursuant to the authority vested in the undersigned by HSC Sections 39515 & 39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED:

That the following exhaust and evaporative emission control systems produced by the manufacturer are certified as described below. Production vehicles shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	TEST GROUP	VEHICLE TYPE	EXHAUST EMISSION Standard Category	USEFU (mil		IN- COMP (*≂N/Aor A/E≖ex	NEDIATE USE LIANCE fuli in-use; h. / evap. iate in-use)	FUEL TYPE				
2013	DVWXV02.0U4S	Passenger Car	"LEV II" Ultra Low Emission Vehicle (LEV II	EXH / EVAP ORVR. EVAP 120K *		EXH	EVAP	Diesel				
			ULEV)			*	•					
No.		SPECIAL FEATURES	EVAPORATIVE		DISPLACEMENT (L)							
1	OC, PTOX, SCR-U(2),	HO2S, NOXS, DFI, EGR, TC, CAC, OBD(F)	•									
•		*	•					2				
•		*	•					4				
•		*	•									

See the Attachment for Vehicle Models, Evaporative Family, Engine Displacement, Emission Control Systems, Phase-In Standards, OBD Compliance, Emission Standards and Certification Levels, and Abbreviations.

BE IT FURTHER RESOLVED:

That the exhaust, the evaporative emission standards, and the certification emission levels for the listed vehicles are as listed on the Attachment. Compliance with the 50° Fahrenheit testing requirement may have been met based on the manufacturer's submitted compliance plan in lieu of testing. Any debit in the manufacturer's "NMOG Fleet Average" (PC or LDT) or "Vehicle Equivalent Credit" (MDV) compliance plan shall be equalized as required.

BE IT FURTHER RESOLVED:

That for the listed vehicle models, the manufacturer has attested to compliance with Title 13, California Code of Regulations, (13 CCR) Sections 1965 [emission control labels], 1968.2 [on-board diagnostic, full or partial compliance], 2035 et seq. [emission control warranty], 2235 [fuel tank fill pipes and openings] (gasoline and alcohol fueled vehicles only), and "High-Altitude Requirements" and "Inspection and Maintenance Emission Standards" (California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model PC, LDT and MDV).

BE IT FURTHER RESOLVED:

The test group listed in this Executive Order is certified conditionally on the manufacturer providing data to demonstrate compliance with California's greenhouse gas fleet average emission standard (CA GHG Standard) specified in Title 13, California Code of Regulations, (13 CCR) Section 1961.1 and the incorporated California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, amended March 29, 2010 (CA Test Procedures). The manufacturer has elected, under 13 CCR Section 1961.1(a)(1)(A)(ii) and under Section E.2.5.1(ii) of the CA Test Procedures, to demonstrate compliance with the CA GHG Standard by demonstrating compliance with the National greenhouse gas program (National GHG Program). Therefore, the test group listed in this Executive Order is certified conditionally further on the manufacturer complying with the requirements specified in said provisions in 13 CCR, and Sections E.2.5.1(ii) and H.4.5(b) and H.4.5(c) of the CA Test Procedures (among other things, concerning data and information submission, timing, and format as specified by the Executive Officer). Failure to comply with the certification requirements to demonstrate compliance with CA GHG Standard by demonstrating compliance with the National GHG Program under said provisions in 13 CCR and CA Test Procedures may be cause for the Executive Officer to revoke the Executive Order. Vehicles in the revoked Executive Order shall be deemed uncertified and subject to penalties authorized under California law. Notwithstanding the requirement herein, a manufacturer that becomes, after MY2009, a large-volume manufacturer, as defined in 13 CCR Section 1900, is not required to comply with the CA GHG Standard until the beginning of the fourth model-year from becoming a large-volume manufacturer. Additionally, notwithstanding the requirement herein, a small-volume manufacturer, independent low-volume manufacturer, or intermediate volume-manufacturer, as defined in 13 CCR Section 1900, is not required to comply with CA GHG Standard during model-years (MY) 2012 through 2015.

BE IT FURTHER RESOLVED:

The manufacturer has elected to certify the test group listed above to section 1.(b) of the proposed California Environmental Label Specifications for 2009 and Subsequent Model Year Passenger Cars, Light Duty Trucks and Medium-Duty Passenger Vehicles, considered by the California Air Resources Board (ARB or the Board) at a public hearing conducted on January 26-27, 2012 (California Specifications). The aforementioned test group is certified conditionally upon final approval of the California Specifications. In the event the California Specifications does not become effective, the manufacturer agrees to immediately, upon notification by ARB, (1) cease use of the label meeting section 1.(b) of the California Specifications, and (2) place a label meeting the California Environmental Label Specifications for 2009 and Subsequent Model Year Passenger Cars, Light Duty Trucks and Medium-Duty Passenger Vehicles, adopted May 2, 2008, on vehicles in production.

Vehicles certified under this Executive Order shall 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 June 2012

Annette Hebert, Chief Mobile Source Operations Division

;

California Environmental Protection Agency AIR RESOURCES BOARD EXECUTIVE ORDER A-007-0311

New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles Page 3 of 3

ATTACHMENT

EXHAUST AND EVAPORATIVE EMISSION STANDARDS AND CERTIFICATION LEVELS

(For bi-, dual- or flexible-fueled vehicles, the STD and CERT in parentheses are those applicable to testing on gasoline test fuel.)

AVERAGE [g/m] CH4 EAF = * NMOG or lice Perpenduative mater, RAF-reading and intermet factor, 23 0 [g/nest]-23 day dumat- tion and the second creating variable of the second creatindic creatindicreating variable of the second creating variable o		-				lour	1000									,	
CERT SID MMOG CRT MMOG (grm1) MMOG (grm3)	NMOG FLEET NMOG @ AVERAGE [g/ml] CH4 RA		@ RAF=" AF = "		HCHO=for	rmaldehyde;	PM=particul	late matter;	RAF=re	activity adjus	tment factor	2/3 D (g/t	est]=2/3 c	day diumai+			
0.024 0.035 [g/m] [g/m] [g/m] CO [g/m] NOX [g/m] PM KHO [mg/m]	CERT	STD	NMOG	NMHC		minute in Katologi - Codesson Coberts in OFTO- such as a final test and as											
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Construction Construction<	0.024	0.035 [g/mi]		[g/mi]	19,111	CERT	STD	CERT	STC		ERT	STD	CERT	STD	CERT	STD	
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CO [g/m] (composite) (composite) [g/m] [US06] [US06] [g/m] [SC03] [SC03] @ 20"F & S0K CERT STD CERT <	0	50°F & 4K	*	•	•	•	*	•	*		*	*	•	*	•		
@ 20*F & 50K CERT STD CERT	CO [n/mī]																
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ID STIP @ miles Evaporative Family 3-Days Diumal + Hot Soak (grams/test) @ UL 2-Days Diumal + Hot Soak (grams/test) @ UL Running Loss (grams/mile) @ UL On-Board Refueling Vapor Recovery (grams/gallon) @ U CERT STD CERT STD CERT STD CERT STD Image: Strip @ Image: Strip & Strip @ Image: Strip @ Image: Strip @	ERT	*	SFTP @ 4	000 miles	*	*	*	*	0.01	0.14	0.0	8.0	0.01	0.20	0.00	2,7	
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and applicable; UL=useful life; PC=passenger car; LDT=light-duty truck; MDV=medium-duty vehicle; ECS= emission control system; STD= standard; ERT= certification; LVW=loaded vehicle weight; ALVW=adjusted LVW; LEV=low emission vehicle; ULEV=ultra LEV; SULEV=super ULEV; TWC/OC=3- ay/oxidizing catalyst; ADSTWC=adsorbing TWC; WU=warm-up catalyst; NAC=NOx adsorption catalyst; SCR-U/SCR-N= selective catalytic reduction- rea/ammonia; NH3OC=SCR-U/SCR-N ammonia slip catalyst; CTOX/PTOX= continuous/periodic trap oxidizer; HO2S/O2S=heated/oxygen sensor; FS/HAFS=air-fuel ratio sensor / heated AFS; NOXS= NOx sensor; RDQS=reductant quality sensor; EGR=exhaust gas recirculation; AIR=secondary air jection; PAIR=pulsed AIR; SFI/MFI= sequentia/ multiport fuel injection; DFI=direct fuel injection; TC/SC= turbo/super charger; CAC=charge air cooler; OBD P(P)(B)=full/partial/both on-board diagnostic; DOR=direct ozone reducing; prefix 2=parallel; (2) suffix=series; CNG/LNG= compressed/liquefied natural ga PG=liquefied petroleum gas; E85=*85%* Ethanol (*15%*gasoline) Fuel; INTERMEDIATE IN-USE COMPLIANCE (*=NiA or full in-use; A/E=exh. / evap. intermediate in-use) MAKE MODEL EVAPORATIVE FAMILY ECS NO. INTERMEDIATE IN-USE COMPLIANCE (*=NiA or full in-use; A/E=exh. / evap. intermediate in-use) PHASE-IN STD. OBD			* *		* *		* *			*	*		+		*		
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