EXECUTIVE ORDER A-008-0387

🖉 Air Resources Board

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-14-012;

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 | TEST GROUP | VEHICLE TYPE | EXHAUST EMISSION STANDARD CATEGORY | USEFUL LI | FE (miles) | FUEL TYPE | | |
|-------|---------------------|-------------------------------|---------------------------------------|---------------|------------|------------------------------|--|--|
| 2015 | FBMXV02.0M48 | Passenger Car | "LEV II" Ultra Low Emission | EXH / ORVR | EVAP | - Gasoline (Tier 2 Unleaded) | | |
| | | | Vehicle (LEV II ULEV) | 120K | 150K | | | |
| No. | | ECIAL FEATURES | EVAPORATIVE FAMILY (EVAF) | | | DISPLACEMENT (L) | | |
| 1 | WU-TWC, TWC, WR-HO2 | S, HO2S, DFI, TC, CAC, OBD(P) | FBMXR0100 | FBMXR0100F56 | | | | |
| * | | * | * | | | 2 | | |
| * | | * | * | * | | | | |

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 and 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+NOx Fleet Average (PC or LDT or MDPV) 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 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for PC, LDT and MDV, amended December 6, 2012).

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 2001 through 2014 Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2009 through 2016 Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for PC, LDT, and MDV, amended December 6, 2012 (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 largevolume 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 volumemanufacturer, 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:

That the vehicle 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 system of the listed vehicle models has been determined to have three deficiencies. The listed vehicle models are approved subject to the manufacturer paying a fine of twenty five dollars (\$25) per vehicle for the third deficiency in the listed test group that is produced and delivered for sale in California.

California Environmental Protection Agency

BAYERISCHE MOTOREN WERKE AG

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On a quarterly basis, the manufacturer shall submit to the Air Resources Board reports of the number of vehicles 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 2015 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 vehicles 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 vehicle pursuant to HSC Section 43154.

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 February 2015

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

California Environmental Protection Agency

O Air Resources Board

BAYERISCHE MOTOREN WERKE AG

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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.)

| CERT STD NMMCG CERT STD [g/mi] STD [g/mi] mi=mile; K=1000 miles; F=degrees Fahrenheit; SFTP=supplemental federal test procedure 0.092 0.100 CERT [g/mi] STD [g/mi] STD [g/mi] STD [g/mi] NOx [g/mi] HCHO [mg/mi] PM [g/mi] Hwy NOx [g/mi] @ 50K 0.005 * 0.040 0.4 1.7 0.03 0.05 * 8. * 0.004 0.0 @ UL 0.006 * 0.055 0.4 2.1 0.03 0.07 * 11. * 0.01 0.004 0.0 @ 50°F & 4K 0.024 * 0.080 0.5 1.7 0.02 0.05 * 16. * | | Ox FLEET E [g/mi] | NMOG (CH4 R | @ RAF=* AF = * | NMOG or | HCHO=for | maldehyde; | PM=particul | ate matter; R | AF=reacti | ivity adjus | tment fact | or; 2/3 D [g/te | st]=2/3 day | | |
|--|--|--|--|---|---|---|--|--|--|--|---|---|---|--|--|---|
| 0.092 0.100 CERT [g/m] CO [g/m] (g/m] NOX [g/m] NOX [g/m] NOX [g/m] PH [g/m] Hwy NOX [g/m] @ 50K 0.005 0.040 0.4 1.7 0.03 0.05 8. • 0.004 0.0 @ 10 0.006 * 0.055 0.4 2.1 0.03 0.07 * 11. * 0.01 0.004 0.0 @ 50°F & 4K 0.024 * 0.080 0.5 1.7 0.02 0.05 * 16. * < | CERT | STD | | | NMHC | mi=mile; M | =1000 miles | F=degrees | s Fahrenheit; | SFTP=su | plement | al federal | test procedure | e sovery, g-gi | am, mg=mm | Aram |
| COUL CHAIN Lighting Lighting Lighting Lighting Lighting Lighting CERT STD Out Ou | 0.000 | 0.400 | | CERT | | CO | [g/mi] | NO | x [g/mi] | | | /mī] | PM [g | /mi] | Hwy NC |)x [g/mi] |
| @ 300 0.005 0.040 0.4 1.7 0.03 0.03 0.03 0.04 0.040 0.040 0.04 | 0.092 | 0.100 | [g/mi] | | [g/m] | CERT | STD | | STD | CEF | RT : | STD | CERT | STD | CERT | STC |
| @ UL U.005 U.035 U.4 Z.1 U.035 U.07 U.11 U.017 U.004 U.005 IIII U.014 U.015 IIII U.014 U.015 IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII | | @ 50K | 0.005 | * | 0.040 | 0.4 | 1.7 | 0.03 | 0.05 | * | | 8. | * | * | 0.004 | 0.07 |
| @ 50°F & 4k 0.024 0.080 0.5 1.7 0.02 0.05 16. CO [g/mi] NMHC+NOX [g/mi] CO [g/mi] NMHC+NOX CO [g/mi] NMHC+NOX CO [g/mi] Status 20°F & 50K SFTP @ 4000 miles CERT STD CERT | | @ UL | 0.006 | * | 0.055 | 0.4 | 2.1 | 0.03 | 0.07 | * | | 11. | * | 0.01 | 0.004 | 0.0 |
| CO [g/mi] (composite) (composite) [g/mi] [US06] [g/mi] [SC03] [SC03] 20°F & 50K CERT STD CERT STD <td< td=""><td>@</td><td>50°F & 4K</td><td>0.024</td><td>*</td><td>0.080</td><td>0.5</td><td>1.7</td><td>0.02</td><td>0.05</td><td>*</td><td></td><td>16.</td><td>*</td><td>*</td><td>*</td><td>*</td></td<> | @ | 50°F & 4K | 0.024 | * | 0.080 | 0.5 | 1.7 | 0.02 | 0.05 | * | | 16. | * | * | * | * |
| ERT 1.0 SFTP @ 4000 miles * * * 0.11 0.14 0.9 8.0 0.03 0.20 0.5 2. STD 10.0 SFTP @ * miles * | | | | | | | | | | | | | | | | |
| STD 10.0 SFTP @* miles * | @ 20°F | & 50K | | | CERT | STD | CERT | STD | CERT | STD | CERT | STD | CERT | STD | CERT | STD |
| ShD 10.0 SFTP @* miles Evaporative Family 3-Days Diurnal + Hot Soak (grams/test) @ UL 2-Days Diurnal + Hot Soak (grams/test) @ UL Running Loss (grams/mile) @ UL On-Board Refueling Vapor Recovery (grams/gallon) @ U FBMXR0100F56 0.07 0.50 * 0.65 0.00 0.05 0.11 0.20 * | ERT | 1.0 | SFTP @ 4 | 000 miles | * | * | * | * | 0.11 | 0.14 | 0.9 | 8.0 | 0.03 | 0.20 | 0.5 | 2.7 |
| Evaporative Family (grams/test) @ UL (grams/test) @ UL (grams/test) @ UL (grams/mile) @ UL Recovery (grams/gallon) @ UL FBMXR0100F56 0.07 0.50 * 0.65 0.00 0.05 0.11 0.20 *< | STD | 10.0 | SFTP | @* miles | * | * | * | * | * | * | * | * | * | * | * | * |
| FBMXR0100F56 0.07 0.50 * 0.65 0.00 0.05 0.11 0.20 * | Eva | porative Fan | nily | | | | | | | | | | | covery (g | | |
| reinixk0100r36 0.07 0.30 0.03 0.00 0.03 0.11 0.20 * | | | | CERT | ST | D | | S | TD | CERI | r | STD | | | | |
| | FB | MXR0100F | 56 | | 0. | 50 | | 0 | | | | | | | | |
| * | | * | | * | | | | - | - | | | | | * | | |
| =not applicable; UL=useful life; PC=passenger car; LDT=light-duty truck; LDT1=LDT_6000#GVWR,0-3750#LVW; LDT2=LDT_6000#GVWR,3751-5750#LV _DT3=LDT 6001-8500#GVWR,3751-5750#ALVW; LDT4=LDT 6001-8500#GVWR,5751-8500#ALVW; MDV=medium-duty vehicle; MDV4=MDV 8501- 10000#GVWR; MDV5=MDV 10001-14000#GVWR; ECS= emission control system; STD= standard; CERT= certification; LVW=loaded vehicle weight; ALVW=adjusted LVW; LEV=low emission vehicle; ULEV=ultra LEV; SULEV=super ULEV; TWC/OC=3-way/oxidizing catalyst; ADSTWC=adsorbing TWC; VU=warm-up catalyst; NAC=NOx adsorption catalyst; SCR-U or SCRC/SCR-N or SCRC-NH3= selective catalytic reduction-urea/ammonia; NH3OC=ammor ixidation catalyst; CTOX/PTOX= continuous/periodic trap oxidizer; DPF = Diesel Particulate Filter (active); HO2S/O2S=heated/oxygen sensor; WR-HO2S or AFS=Wide range/linear/heated air-fuel ratio sensor; NOXS= NOX sensor; RDQS=reductant quality sensor; NH3S = Ammonia sensor; PMS=particulate mate sensor; EGR=exhaust gas recirculation; EGRC=EGR cooler; AIR/AIRE=secondary air injection (belt driven)/(electric driven); PAIR=pulsed AIR; SFI/MFI= sequential/ multiport fuel injection; DFI=direct fuel injection; TC/SC= turbo/super charger; CAC=charge air cooler; OBD (F)/(P)(B)=ful/partial/both on-board | | * | | * | | | | | | | | | | | | |
| LDT3=LDT 6001-8500#GVWR,3751-5750#ALVW; LDT4=LDT 6001-8500#GVWR,5751-8500#ALVW; MDV=medium-duty vehicle; MDV4=MDV 8501- 10000#GVWR; MDV5=MDV 10001-14000#GVWR; ECS= emission control system; STD= standard; CERT= certification; LVW=loaded vehicle weight; 1LVW=adjusted LVW; LEV=low emission vehicle; ULEV=ultra LEV; SULEV=super ULEV; TWC/OC=3-way/oxidizing catalyst; ADSTWC=adsorbing TWC; 1VU=warm-up catalyst; NAC=NOx adsorption catalyst; SCR-U or SCRC/SCR-N or SCRC-NH3= selective catalytic reduction-urea/ammonia; NH3OC=ammon 1xidation catalyst; CTOX/PTOX= continuous/periodic trap oxidizer; DPF = Diesel Particulate Filter (active); HO2S/O2S=heated/oxygen sensor; WR-HO2S or 1xFS=Wide range/linear/heated air-fuel ratio sensor; NOXS= NOX sensor; RDQS=reductant quality sensor; NH3S = Ammonia sensor; PMS=particulate matter 1xensor; EGR=exhaust gas recirculation; EGRC=EGR cooler; AIR/AIRE=secondary air injection (belt driven)/(electric driven); PAIR=pulsed AIR; SFI/MFI= 1xequential/ multiport fuel injection; DFI=direct fuel injection; TC/SC= turbo/super charger; CAC=charge air cooler; OBD (F)/(P)(B)=full/partial/both on-board | | * | | * | | k | * | | * | * | | * | | * | | * |
| compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85="85%" Ethanol ("15%"gasoline) Fuel; | DT3=LD 0000#G\ LVW=ac VU=warm xidation o NFS=Wid ensor; Ec equentia liagnostic | T 6001-8500 /WR; MDV5 ljusted LVW n-up catalyst; CT (e range/linea GR=exhaust // multiport fu ;; DOR= dire |)#GVWR,3 =MDV 100 ; LEV=low ; NAC=NO DX/PTOX= ar/heated a gas recirc uel injection ct ozone re | 751-5750#, emission vo continuous ir-fuel ratio ulation; EG at DFI=directed educing; HO | ALVW; LDT GVWR; EC ehicle; ULE n catalyst; \$ s/periodic tra sensor; NO RC=EGR co t fuel inject T=Hydroca | F4=LDT 6 S= emiss V=ultra L SCR-U or ap oxidize DXS= NO poler; AIR ion; TC/S irbon Trap | 001-8500# ion control EV; SULE SCRC/SO r; DPF = [x sensor;] VAIRE=se C= turbo/ o; BCAN=1 | GVWR,5 system; V=super U CR-N or S Diesel Par RDQS=re condary a super cha | 751-8500# STD= stan JLEV; TWO CRC-NH3 ticulate Fill ductant qu ir injection orger; CAC | ALVW; dard; CE C/OC=3- = selecti ter (activ ality sen (belt dri =charge er; prefix | MDV=n ERT= ce -way/oxi ive cata ve); HO2 sor; NH iven)/(el air coo 2=para | redium-co ertificatio dizing ca lytic redu 2S/O2S= 3S = An ectric dri ler; OBD | Iuty vehicle n; LVW=loa atalyst; AD uction-urea/ heated/oxy monia sen iven); PAIR ((F)/(P)(B) | ; MDV4= aded vehic STWC=ad ammonia gen sens sor; PMS =pulsed A =full/partia | MDV 8501- cle weight; lsorbing TV ; NH3OC= or; WR-HO =particulate AIR; SFI/MI al/both on-b | VC; ammon 2S or e matte FI= |
| | | | | | | | | | And in case of the local division in which the local division in t | | | | and the second | | | |

| MAKE | MODEL | EVAPORATIVE FAMILY | ECS NO. | ENGINE SIZE (L) | VEHICLE TYPE | SPECIAL FEATURES | OBD II | |
|------|---------------------------|-----------------------|------------|-----------------------|-----------------|---------------------|---------|--|
| MINI | JOHN COOPER WORKS HARDTOP | FBMXR0100F56 | 1 | 2 | PC | НСТ | Partial | |