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 | TEST GROUP | VEHICLE TYPE | EXHAUST EMISSION STANDARD CATEGORY | FE (miles) | FUEL TYPE | | |
|-------|--|-------------------|---------------------------------------|---------------------------|-----------|----------|--|
| YEAR | | - • | "LEV II" Low Emission | EXH / ORVR | EVAP | Gasoline | |
| 2014 | ENSXV02.5G5A | Passenger Car | Vehicle (LEV II LEV) | 120K | 150K | | |
| No. | | ECIAL FEATURES | | EVAPORATIVE FAMILY (EVAF) | | | |
| 1 | TWC(2), AFS | HO2S, SFI, OBD(F) | ENSXR012 | ENSXR0120PBA | | | |
| * | ······································ | * | · | · · | | | |
| * | ······································ | * | * | | | | |

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 or NMOG+NOx, as applicable, 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 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.

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.

3/24 day of May 2013. Executed at El Monte, California on this

merco Erik White, Chief Mobile Source Operations Division

California Environmental Protection Agency

OB Air Resources Board

EXECUTIVE ORDER A-015-0645

New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles Page 2 of 2

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.)

| 0.027 0.035 CERT [g/mi] CERT [g/mi] CO [g/mi] NOx [g/mi] HCHO [mg/mi] PM [g/mi] Hwy NOx [g/mi] @ 50K 0.009 0.075 0.3 3.4 0.004 0.05 15. * 0.002 | CERT | E [g/mi] STD | NMOG | AF = * | NMOG or NMHC STD | hot-soak; | RL [g/mi]≃ru <=1000 mile: | nning loss; (| ORVR Io/oa | allon dispen | sed1=on-b | pard refue | ling vapor re | lesl)=2/3 day ecovery; g=g ire | nam, mg≂mili | igram |
|--|--|---|--|--|---|--|--|---|--|---|---|---|--|---|---|--|
| Ighting Ighting <t< th=""><th>0.027</th><th>0.035</th><th></th><th></th><th></th><th> CO</th><th>[g/ml]</th><th>NO</th><th>x [g/mi]</th><th>HC</th><th>HO [mg</th><th>'mi]</th><th></th><th></th><th>Hwy N</th><th>Ox [g/ml]</th></t<> | 0.027 | 0.035 | | | | CO | [g/ml] | NO | x [g/mi] | HC | HO [mg | 'mi] | | | Hwy N | Ox [g/ml] |
| Image: Column 1 Column 2 | March + Burn Harl | | | | | | | | | | | D TD | CERT | STD | CERT | STC |
| CO Image: Strip Image: Strip <thimage: strip<="" th=""> Image: Strip</thimage:> | | | | | | | | | | | | 15. | * | * | 0.002 | 0.07 |
| CO [g/mi] @ 20°F & 50K NMHC+NOx [g/mi] (composite) CO [g/mi] (composite) NMHC+NOx [g/mi] [US05] NMHC+NOx [US06] NMHC+NOx [g/mi] [SC03] CC [g/mi] [SC03] ERT 1.5 SFTP @ 4000 miles * * * 0.03 0.14 2.6 8.0 0.01 0.20 0.4 2.7 STD 10.0 SFTP @ * miles * | | | | * | | | 4.2 | 0.004 | 0.07 | 7 * | | 18. | * | 0.01 | 0.002 | 0.09 |
| CO [g/mi] (composite) (g/mi] [US06] [US06] [g/mi] [SC03] [SC03] ERT 1.5 SFTP @ 4000 miles T | @ | 50°F & 4K | * | * | * | * | * | * | * | * | | * | * | * | * | * |
| Err 1.5 SFTP @ 4000 miles STD CERT STD | | | | | | | | | | | | | | | | |
| STD 10.0 SFTP @* miles 1 0.03 0.14 2.5 0.0 0.01 0.20 0.4 2.7 STD 10.0 SFTP @* miles * <td>@ 20*F 6</td> <td>SON N</td> <td></td> <td></td> <td>CERT</td> <td>STD</td> <td>CERT</td> <td>STD</td> <td>CERT</td> <td>STD</td> <td>CERT</td> <td>STD</td> <td>CERT</td> <td>STD</td> <td>CERT</td> <td>STE</td> | @ 20*F 6 | SON N | | | CERT | STD | CERT | STD | CERT | STD | CERT | STD | CERT | STD | CERT | STE |
| 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) @ UL CERT STD CERT | ERT | 1.5 | SFTP @ 4 | 000 miles | * | , * • | * | + | 0.03 | 0.14 | 2.8 | 8.0 | 0.01 | 0.20 | 0.4 | 2.7 |
| Evaporative Family (grams/test) @ UL (grams/test) @ UL (grams/test) @ UL (grams/mile) @ UL Recovery (grams/gallon) @ UL CERT STD CERT < | STD | 10.0 | SFTP | @ * miles | * | * | * | * | * | * | * | * | * | + | * | * |
| ENSXR0120PBA 0.25 0.50 0.16 0.65 0.000 0.05 0.05 0.20 * * * * * * * * * * * * * * * * * * * | Evap | orative Fan | nily | | | | | | | | | | | | | |
| | | | | CERT | S | TD | CERT | s | TD | CERT | Г | STD | | CERT | | STD |
| =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#LVW; LDT4=LDT 6001-8500#GVWR,5751-8500#GVWR,0-3750#LVW; LDT2=LDT<6000#GVWR,3751-5750#LVW; LDT4=LDT 6001-8500#GVWR,5751-8500#ALVW; MDV=medium-duty vehicle; MDV4=MDV 8501- 0000#GVWR; MDV5=MDV 10001-14000#GVWR; ECS= emission control system; STD= standard; CERT= certification; LVW=loaded vehicle weight; LVW=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=ammoni xidation catalyst; CTOX/PTOX= continuous/periodic trap oxidizer; DPF = Diese! Particulate Filter (active); HO2S/O2S=heated/oxygen sensor; WR-HO2S or FS=Wide range/linear/heated air-fuel ratio sensor; NOXS= NOX sensor; RDQS=reductant quality sensor; NH3S = Ammonia sensor; EGR=exhaust gas actirculation; EGRC=EGR cooler; AIR/AIRE=secondary air Injection (belt driven)/(electric driven); PAIR=pulsed AIR; SFI/MFI= sequential/ multiport fuel ojection; DFI=direct fuel injection; TC/SC= turbo/super charger; CAC=charge air cooler; OBD (F)/(P)(B)=full/partial/both on-board diagnostic; DOR=direct zone reducing; HCT=Hydrocarbon Trap; BCAN=bleed carbon canister; prefix 2=narallel; (2) suffix=series; CNCI NCH Context and the driven of the | ENS | SXR0120PE | BA | 0.25 | 0. | 50 | 0.16 | 0 | .65 | 0.000 |) | 0.05 | | 0.05 | | 0.20 |
| =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#LVW; LDT4=LDT 6001-8500#GVWR,5751-8500#ALVW; MDV=medium-duty vehicle; MDV4=MDV 8501- 0000#GVWR; MDV5=MDV 10001-14000#GVWR; ECS= emission control system; STD= standard; CERT= certification; LVW=loaded vehicle weight; LVW=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=ammoni xidation catalyst; CTOX/PTOX= continuous/periodic trap oxidizer; DPF = Diese! Particulate Filter (active); HO2S/O2S=heated/oxygen sensor; WR-HO2S or .FS=Wide range/linear/heated air-fuel ratio sensor; NOXS= NOX sensor; RDQS=reductant quality sensor; NH3S = Ammonia sensor; EGR=exhaust gas acirculation; EGRC=EGR cooler; AIR/AIRE=secondary air Injection (belt driven)/(electric driven); PAIR=pulsed AIR; SFI/MFI= sequential/ multiport fuel ijection; DFI=direct fuel injection; TC/SC= turbo/super charger; CAC=charge air cooler; OBD (F)/(P)(B)=ful/partial/both on-board diagnostic; DOR=direct zone reducing; HCT=Hydrocarbon Trap; BCAN=bleed carbon canister; prefix 2=narallel; (2) suffix=series; CNCI NCI NCE NOT NCI NCE NCI NCI NCE NCI | | <u>*</u> | | • | · | * | * | | • | * | | 4 | | * | | * |
| =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#LVD DT3=LDT 6001-8500#GVWR,3751-5750#ALVW; LDT4=LDT 6001-8500#GVWR,5751-8500#ALVW; MDV=medium-duty vehicle; MDV4=MDV 8501- 0000#GVWR; MDV5=MDV 10001-14000#GVWR; ECS= emission control system; STD= standard; CERT= certification; LVW=loaded vehicle weight; LVW=adjusted LVW; LEV=low emission vehicle; ULEV=ultra LEV; SULEV=super ULEV; TWC/OC=3-wayoxidizing 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=ammoni xidation catalyst; CTOX/PTOX= continuous/periodic trap oxidizer; DPF = Diese! Particulate Filter (active); HO2S/O2S=heated/oxygen sensor; WR-HO2S or .FS=Wide range/linear/heated air-fuel ratio sensor; NOXS= NOX sensor; RDQS=reductant quality sensor; NH3S = Ammonia sensor; EGR=exhaust gas acirculation; EGRC=EGR cooler; AIR/AIRE=secondary air Injection (belt driven)/(electric driven); PAIR=pulsed AIR; SFI/MFI= sequential/ multiport fuel ijection; DFI=direct fuel injection; TC/SC= turbo/super charger; CAC=charge air cooler; OBD (F)(P)(E)=full/partial/both on-board diagnostic; DOR=direct zone reducing; HCT=Hvdrocarbon Trap; BCAN=bleed carbon canister; prefix 2=narallel; (2) suffix=series; CNCI MCH Context and the previous catalystic approximation catalystic) activel active particulate catalyce carbon canister; prefix 2=narallel; (2) suffix=series; CNCI MCH Context carbon canister; prefix 2=narallel; (2) suffix=series; CNCI MCH Context carbon canister; prefix 2=narallel; (2) suffix=series; CNCI MCH Context carbon canister; DRA=direct | | | | * | - | * | * | | * | * | | * | | * | · · · · · · · · · · · · · · · · · · · | * |
| DT3=LDT800#GVWR;3751-5/50#ALVW; LDT4=LDT 500#B500#GVWR,5751-8500#ALVW; MDV=medium-duty vehicle; MDV4=MDV 8501- 0000#GVWR; MDV5=MDV 10001-14000#GVWR; ECS= emission control system; STD= standard; CERT= certification; LVW=loaded vehicle weight; LVW=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=ammoni xidation catalyst; CTOX/PTOX= continuous/periodic trap oxidizer; DPF = Diese! Particulate Filter (active); HO2S/O2S=heated/oxygen sensor; WR-HO2S or .FS=Wide range/linear/heated air-fuel ratio sensor; NOXS= NOx sensor; RDQS=reductant quality sensor; NH3S = Ammonia sensor; EGR=exhaust gas acirculation; EGRC=EGR cooler; AIR/AIRE=secondary air Injection (belt driven)/(electric driven); PAIR=pulsed AIR; SFI/MFI= sequential/ multiport fuel ijection; DFI=direct fuel injection; TC/SC= turbo/super charger; CAC=charge air cooler; OBD (F)/(P)(B)=full/partial/both on-board diagnostic; DOR=direct zone reducing; HCT=Hydrocarbon Trap; BCAN=bleed carbon canister; prefix 2#analel; (2) suffix=serse; CMCI NOF acompropered/livene@d actural carbon canister; prefix 2#analel; (2) suffix=serse; CMCI NOF acompropered/liven@d actural carbon canister; prefix 2#analel; (2) suffix=serse; CMCI NOF acompropered/liven@d actural carbon canister; prefix 2#analel; (2) suffix=serse; CMCI NOF acompropered/liven@d actural carbon canister; prefix 2#analel; (2) suffix=serse; CMCI NOF acompropered/liven@d actural carbon; prefix=serse; prefix=serse; CMCI NOF acompropered/liven@d actura | | * | [| * | | * | * | | • | * | | * | | + | | * |
| | DT3=LDT 0000#GV LVW=adj /U=warm- xidation c FS=Wide ecirculatio jection; D zone redu | WR; MDV5 usted LVW up catalyst atalyst; CT0 range/linea n; EGRC=E FI=direct fu icing; HCT= | #GVVR,3 =MDV 1006 ; LEV=low (; NAC=NO) DX/PTOX= ar/heated ai EGR cooler; iel injection Hydrocarbo | 751-5750#A 01-14000#G emission ve x adsorption continuous/ ir-fuel ratio s ; AIR/AIRE= ; TC/SC= tt on Trap: BC | ALVW; LDT SVWR; EC hicle; ULE catalyst; S periodic tra sensor; NC secondary urbo/super AN=bieed | F4=LDT 60 S= emissi V=ultra LE SCR-U or ap oxidize DXS= NO: air injecti charger; 6 carbon ca | 001-8500# on control EV; SULEV SCRC/SC r; DPF = D x sensor; F ion (belt dr CAC=char anister: pre | GVWR,57 system; S /=super U R-N or S Diese! Part RDQS=red iven)/(election ge air coo | 751-8500 STD = star VLEV; TW CRC-NH culate Fi fuctant qu ctric drive ler: OBD | #ALVW; I ndard; CE /C/OC=3- 3= selecti ilter (activ rality sen: en); PAIR: (F)/(P/(P)/ | MDV=me RT= cer way/oxid ve cataly e); HO2S sor; NH3 =pulsed / | edium-di tificatior izing ca tic reduc S/O2S=I S = Ami AIR; SFI | uty vehicle (LVW=lo: talyst; AD: ction-urea, neated/oxy monia sen I/MFI= sec | e: MDV4=N aded vehic STWC=ade /ammonia; /gen sensc isor; EGR= quential/ m | IDV 8501- sorbing TM NH3OC=a or; WR-HO exhaust ga ultiport fue | /C; immoni 25 or as i |

| MAKE | MODEL | EVAPORATIVE FAMILY | ECS NO. | ENGINE SIZE (L) | VEHICLE TYPE | SPECIAL FEATURES | OBD II |
|--------|--------|-----------------------|------------|-----------------------|-----------------|---------------------|--------|
| NISSAN | ALTIMA | ENSXR0120PBA | 1 | 2.5 | PC | * | Full |