State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER DE-26-001

Pursuant to the authority vested in the California Air Resources Board (CARB) 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 section 39515 and 39616 and Executive Order G-14-012;

This action relates to Verification under sections 2700 through 2711 of Title 13 of the California Code of Regulations (CCR):

Safety Power, Inc. (Safety Power)
Safety Power cv-ecoCUBE® Emission Control System

CARB has reviewed Safety Power's request for verification of the Safety Power cv-ecoCUBE® Emission Control System (cv-ecoCUBE®). Based on an evaluation of the data provided, and pursuant to the terms and conditions specified below, the Executive Officer of CARB hereby finds that the cv-ecoCUBE® reduces emissions of diesel particulate matter (PM) consistent with a Level 3 device (greater than or equal to 85% reductions), reduces emissions of oxides of nitrogen (NO_x) consistent with a Mark 5 device (greater than or equal to a 85% reduction) (CCR, title 13, sections 2702 (f) and (g) and section 2708 (b)) and complies with CARB's January 1, 2009, nitrogen dioxide (NO_2) limit (CCR, title 13, section 2702 (f) and section 2706 (a)). Accordingly, the Executive Officer determines that the system merits verification and, subject to the terms and conditions specified below, classifies the cv-ecoCUBE® as a Level 3 Plus Mark 5 system, for use with stationary emergency standby generators using engine families listed in Attachment 1.

This verification is subject to the following terms and conditions:

- The engine must be used in a stationary application associated with emergency standby generators.
- The engine must be certified for use in California or certified by the United States Environmental Protection Agency (US EPA) and must be in its original certified configuration.
- The engines are model years 1996 or newer, having the engine family names listed in Attachment 1.
- The engine must be:
    - Rated greater than or equal to 50 horsepower (hp) and certified to Tier 1, Tier 2, or Tier 3 standards; or
    - Certified to Tier 4i standards with a rated hp between 50 and 75, or over 750.

- The engine must be certified off-road or stationary diesel engine meeting 0.18 grams per brake horsepower hour (g/bhp-hr) PM or less based on certification or in-use emissions testing (as tested on an appropriate steady-state certification cycle outlined in the CARB off-road regulations - similar to ISO 8178 D2).
- Engine NO_x/PM ratio must be greater than or equal to 15:1.
- The engine must not employ exhaust gas recirculation.
- The engine must not have a pre-existing diesel oxidation catalyst (DOC).
- The engine must not have a pre-existing diesel particulate filter (DPF).
- The engine must not have a pre-existing selective catalytic reduction (SCR).
- The engine must be four-stroke.
- The engine can be turbocharged or naturally-aspirated.
- Safety Power must review actual operating conditions (duty cycle, baseline emissions, engine exhaust backpressure and temperature profiles, and other pre-installation compatibility assessments as required in CCR, title 13, section 2706 (t)) prior to retrofitting an engine with the cv-ecoCUBE® to ensure compatibility.
- The engine should be well maintained and not consume lubricating oil at a rate greater than that specified by the engine manufacturer.
- The cv-ecoCUBE® must not be operated with fuel additives, as defined in CCR, title 13, section 2701.

The other terms and conditions are specified below.

Table 1: Conditions for the cv-ecoCUBE®

Parameter	Value
Application	Stationary Emergency Standby Power Generation
Size Range	Diesel engines rated greater than or equal to 50 hp
Engine Type	Diesel, with or without turbocharger, certified to 0.18 g/bhp-hr or less of PM.
Minimum Exhaust Temperature for Filter Regeneration	The engine must operate at the load level required to achieve 260° Celsius / 500° Fahrenheit for a minimum of 30 minutes. Operation at lower temperatures is allowed, but only for a limited duration, as specified below.
Maximum Consecutive Minutes Operating Below Passive Regeneration Temperature	720 Minutes
Number of Cold Start and 30-minute Idle Sessions before Regeneration Required	24
NO_x/PM Ratio Requirements	Must be greater than or equal to 15:1

Parameter	Value
Number of Hours of Operation Before Cleaning of Filter Required	2,000 when using diesel with <15 ppm Sulfur
Fuel	Diesel fuel with less than or equal to 15 ppm Sulfur and compliant with CCR, title 13, sections 2281 and 2282 when used within the State of California; or a biodiesel blend provided that the biodiesel portion of the blend complies with ASTM D6751, the diesel portion of the blend complies with CCR, title 13, sections 2281 and 2282 for use within the State of California, and the blend contains no more than 20% biodiesel by volume. Other alternative diesel fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.
Verification Level	Level 3 Plus, Mark 5 Verification: PM - at least 85% reduction NO_2 - meets January 2009 limit NO_x - at least 85% reduction

This Executive Order is valid provided that installation instructions for cv-ecoCUBE® do not recommend tuning the engine to specifications different from those of the engine manufacturer. As such, no engine modifications are permitted without CARB and manufacturer approval.

The cv-ecoCUBE® is an integrated diesel emission control strategy combining a DPF and SCR in a single package. The system includes a stainless steel housing containing passive catalytically coated DPF modules, the SCR unit, a diesel exhaust fluid (DEF) injector, and exhaust emission sensors. It also incorporates a control panel that monitors sensor inputs and provides alarms or faults in the event of a malfunction or unsafe operating condition, along with a dosing panel that contains the DEF pump, air lines, and associated control components. A schematic of the approved label is shown in Attachment 2.

No changes are permitted to the cv-ecoCUBE®, and the product must not be used with any other systems without CARB evaluation and approval. CARB must be notified in writing of any changes to any part of the cv-ecoCUBE®. Failure to do so shall invalidate this Executive Order.

No person shall alter, physically disable, disconnect, bypass, or tamper with an installed CARB verified diesel emissions control strategy, as outlined in CCR, title 13, section 2711(e). Should CARB become aware that a design feature of a verified device is altered, physically disabled, disconnected, bypassed, or tampered on multiple units by independent persons, Safety Power will be responsible to propose a design modification and recall plan to the Executive Officer to minimize existing and potential for future tampering of the verified device.

Marketing of the cv-ecoCUBE® using identification other than that shown in the Executive Order or for an application other than that listed in the Executive Order shall be prohibited unless prior approval is obtained from CARB.

As specified in the Diesel Emissions Control Strategy Verification Procedure (CCR, title 13, section 2706 (j)), CARB assigns each Diesel Emissions Control Strategy a family name. The designated family name for the verification as outlined above is:

CA/SPI/2026/PM3+/N85/ST/SYS01

This designated family name must be used in reference to this Executive Order as part of the system labeling requirement. Labels attached to the cv-ecoCUBE®, and the engine must be identical.

Proper engine maintenance is critical for the proper functioning of the diesel emissions control strategy. The owner of the equipment on which the diesel emissions control strategy is installed is strongly advised to adhere to all good engine maintenance practices. Failure to document proper engine maintenance, including keeping records of the engine's oil consumption, may be grounds for denial of a warranty claim.

The terms and conditions of this Executive Order must be satisfied regardless of where the system is sold in order for the system to be considered verified. Systems sold as verified, or which carry a CARB-approved label, must satisfy all the terms and conditions of this Executive Order.

Additionally, as stated in the Diesel Emissions Control Strategy Verification Procedure, Safety Power is responsible for honoring the record keeping requirements (CCR, title 13, section 2702), their warranty (CCR, title 13, section 2707), conducting in-use compliance testing (CCR, title 13, section 2709), and complying with the system labeling requirements (CCR, title 13, section 2706 (j)).

This Executive Order is valid provided that the diesel fuel used within the State of California in conjunction with the device complies with CCR, Title 13, Sections 2281 and 2282 for the applications covered by this Executive Order, and if biodiesel is used, the biodiesel blend shall be 20% or less subject to the following conditions:

- The biodiesel portion of the blend complies with the American Society for Testing and Materials International specification D6751 applicable for 15 parts per million sulfur content, and
- The diesel portion of the blend complies with CCR, Title 13, Sections 2281 and 2282 when used within the State of California for the applications covered by this Executive Order.

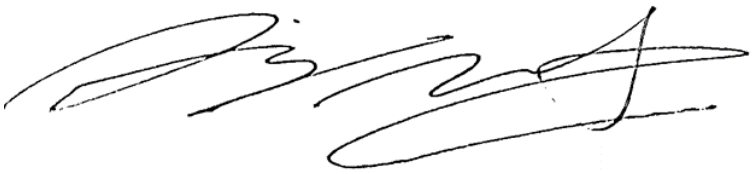
Other alternative diesel fuels such as, but not limited to, ethanol diesel blends and water emulsified diesel fuel are excluded from this Executive Order.

In addition, CARB reserves the right in the future to review this Executive Order and verification provided herein to assure that the verified add-on or modified part continues to meet the standards and procedures of CCR, title 13, section 2222, et seq and CCR, title 13, sections 2700 through 2711.

Systems verified under this Executive Order shall conform to all applicable California emissions regulations. This Executive Order does not release Safety Power from complying with all other applicable regulations.

Violation of any of the above conditions shall be grounds for revocation of this Executive Order.

Executed at Sacramento, California, this 13th day of August 2026.



Ajay Mangat, Assistant Chief, Transportation and Toxics Division

Attachment 1: Verified cv-ecoCUBE® Off-Road Certified Engine Family List (≥50 hp)

Attachment 2: Diesel Emission Control Strategy (cv-ecoCUBE®) Label