

Pursuant to the authority vested in California 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 YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE ¹	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS ²	ECS & SPECIAL FEATURES ³	DIAGNOSTIC ⁶
2019	KCEXH0408BAV	6.7	Diesel	Diesel	UB-Hybrid	DDI, TC, CAC, ECM, EGR, OC, PTOX, SCR-U, AMOX	OBD(\$)
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL ⁵		ADDITIONAL IDLE EMISSIONS CONTROL ⁵					
Exempt		N/A					
ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)						
6.7	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;
¹ 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;
² L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HDO=heavy duty Otto;
³ 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-up catalyst; DPF=diesel particulate filter; PTOX=periodic trap oxidizer; HO2S/O2S=heated/oxygen sensor; HAFS/AFS=heated/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); TBI=throttle body fuel injection; SFV/MFI=sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; ID/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;
⁵ 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);
⁶ EMD=engine manufacturer diagnostic system (13 CCR 1971); OBD(F) / (P) / (\$) =full / partial / partial with a 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.). ⁴

in g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
CERT	0.03	0.01	0.14	0.09	*	*	0.01	0.00	0.002	0.001	*	*
NTE	0.21		0.30		*		19.4		0.02		*	

⁴ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET=Supplemental emissions testing; NTE=Not-to-Exceed; 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 December 12, 2002, as last amended December 19, 2018 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.

In g/bhp-hr	EPA CERTIFICATE OF CONFORMITY		PRIMARY INTENDED SERVICE CLASS	
	KCEXH0408BAV-014		VOCATIONAL	
	CO ₂		CH ₄	N ₂ O
	FTP	SET		
STD	555	*	0.10	0.10
FCL	567	*	*	*
FEL	584	*	0.10	0.10
CERT	566	*	0.02	0.09

⁴ 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; CO₂=carbon dioxide; CH₄=methane; N₂O=nitrous oxide; VOCATIONAL=vocational engine; TRACTOR=tractor engine

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: 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 ten deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of \$275 per engine for the third through tenth deficiencies in the listed engine family that is produced and delivered for sale in California. On a quarterly basis, the manufacturer shall submit to California 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 2019 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 \$37,500 per engine pursuant to HSC Section 43154.

BE IT FURTHER RESOLVED: Per Cummins' request for conditional Executive Order (EO) approval (Cummins' Request) dated December 17, 2018, the listed engine models are certified conditionally on Cummins' completing the agreed upon testing and submittal of a test report. Cummins agrees to cooperate with CARB on any potential remedies identified through the agreed upon 2019 MY engine testing including, if necessary, the need for a service campaign for in use vehicles, and running changes to engines still in production. If a service campaign (voluntary recall) is needed, a year after the implementation of the service campaign, Cummins shall report to CARB the Vehicle Identification Numbers (VINs) of these vehicles that do not have the improvements provided in the CARB-approved running change. Cummins understands that failure to submit the test data in the allowed time, or failure of the submitted test data or information to demonstrate compliance with the emission standards, or Heavy Duty On-Board Diagnostics (HD OBD) requirements, shall be cause for the Executive Officer to revoke the conditional EO ab initio. Engines sold or introduced into commerce under the revoked conditional EO shall be deemed uncertified and subject to a civil penalty of up to \$37,500 per violation per vehicle pursuant to HSC Section 43154.

BE IT FURTHER RESOLVED: The listed engine models have been certified to operate in the primary intended service class for urban buses with the emission compliance useful-life of 435,000 miles, 10 years, or 22,000 hours, whichever occurs first. The listed engine models were designed by the engine manufacturer with an emissions compliance period of 185,000 miles. To demonstrate the useful life emissions compliance of the intended service class of an urban bus, the engine manufacturer shall provide a required service to the engine at, or about, 185,000 and 370,000 miles of the urban bus. The required service shall include a replacement engine, related parts and labor.

BE IT FURTHER RESOLVED: Each replacement engine may be: 1) a newly California certified urban bus engine of the model year in which the service interval occurs, 2) a new replacement engine in all material respects the same as the engines listed in this Executive Order, or 3) a newly remanufactured engine conforming to all specifications of the engines listed in this Executive Order or conforming to all specifications of newer model-year engines certified to the urban bus primary intended service class.

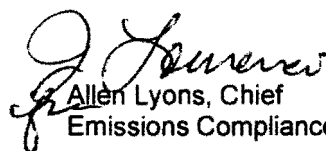
BE IT FURTHER RESOLVED: The Cummins hybrid engine ratings listed on this Executive Order may only be used with new on-road Allison hybrid system models hybrid system models and BAE hybrid system models whose on-board diagnostic system have been approved as compatible.

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.

This Executive Order hereby supersedes Executive Order A-021-0693 dated April 26, 2019.

Executed at El Monte, California on this 28th day of May 2019.



Allen Lyons, Chief

Emissions Compliance, Automotive Regulations and Science Division

R/C

EOH: A-021-0693-1

Engine Model Summary Template

5/14/2019

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
CEXH0408BAV	4568;FR94740	B6.7 280H	270@2600	109	96	660@1600	125	67	SCRC, PTOX, PC
CEXH0408BAV	4568;FR94755	B6.7 280H	270@2600	109	96	660@1600	125	67	SCRC, PTOX, PC
CEXH0408BAV*	4568;FR97022	B6.7 280HTS	270@2600	109	96	660@1600	125	67	SCRC, PTOX, PC
CEXH0408BAV*	4568;FR97023	B6.7 280HTS	270@2600	109	96	660@1600	125	67	SCRC, PTOX, PC

SCR-U, Amox,
Ptox, OC, DDI,
EGR, TC, CAC,
ECM

Attachment: Page 1 of 1

* New hybrid ratings added for running change

SUPERSEDED