

Pursuant to the authority vested in the California Air Resources Board (CARB) by Sections 38510, 38560, 38560.5, 39600, and 39601 of the Health and Safety Code; and pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-19-095;

IT IS ORDERED AND RESOLVED: That the aerodynamic devices produced by the manufacturer are granted preliminary approval based on the testing and results as described below, for use on 2022 to 2023 model year heavy-duty trailer types listed. Production devices shall be in all material respects the same as those for which approval is granted.

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|---|--|
| Drag Reduction Technologies ¹ | trailer aerodynamic underbody device (TAUD) |
| Test Method | Computational Fluid Dynamics (CFD) |
| Approved Trailer Types ² | full aero long box dry van and/or partial aero long box dry van (LBDV) full aero long box refrigerated van and/or partial aero long box refrigerated van (LBRV) |

Aerodynamic Device Summary

| Model ³ | Description | $\Delta C_d A$ (sq. meter) ⁴ |
|---------------------------|--------------------------------------|---|
| EkoStinger Inc EKOSG11 | EKOSG11: 36.8 in. X 102 in. X132 in. | 0.33 |

BE IT FURTHER RESOLVED: The manufacturer has evaluated the device in accordance with the methodology described in title 40, Code of Federal Regulations (CFR), section 1037.526, as it existed on October 25, 2016, and incorporated by reference in the “California Greenhouse Gas Exhaust Emission Standards and Test Procedures for 2014 and subsequent Model Heavy-Duty Vehicles,” adopted October 21, 2014, as last amended June 27, 2019, as incorporated by reference in section 95663(d), title 17, California Code of Regulations (CCR).

BE IT FURTHER RESOLVED: As applicable, when using the device granted preliminary approval for the purpose of certifying a 2022-2023 model-year trailer in accordance with the California Phase 2 Greenhouse Gas Regulations, as specified in title 40 CFR section 1037.515(a), as incorporated by reference in title 17 CCR section 95663(d), a trailer manufacturer shall use the measured delta CdA value of the device to determine the corresponding trailer Bin-designated delta CdA value, as specified in title 40 CFR section 1037.515(c), as incorporated by reference in title 17 CCR section 95663(d).

BE IT FURTHER RESOLVED: A device to be used for compliance with the requirements of the California Tractor-trailer Greenhouse Gas regulations as specified in title 17 CCR section 95303(b) is allowed to be used on only short box van trailers (dry and/or refrigerated).

¹ Can only be used on the defined trailer type in this Executive Order.
² Can only be used on the defined trailer type in this Executive Order.
³ Not to be combined with underbody aerodynamic devices.
⁴ $\Delta C_d A$ = difference (delta) of the of aerodynamic drag (in square meters)

BE IT FURTHER RESOLVED: That a device having a measured delta CdA value less than 0.40 square meters that is used to comply with the requirements of the California Tractor-Trailer Greenhouse Gas regulations, as specified in title 17 CCR section 95303(b) on a pre-2021 model-year (i.e., noncertified) long dry-van trailer or long refrigerated-van trailer, as applicable, for travel on California highways, is granted preliminary approval only when used in combination with other preliminarily-approved devices to achieve a composite delta CdA value equal to or greater than 0.40 square meters relative to a baseline trailer.

BE IT FURTHER RESOLVED: That the manufacturer shall confirm that the installations of the device granted preliminary approval shall be appropriate for the intended trailer type application, and that any modifications to the device granted preliminary approval shall not negatively impact aerodynamic performance.

BE IT FURTHER RESOLVED: This preliminary approval is contingent upon the device being installed and maintained as it was tested. Minimal modifications to a device that are required to enable installation on a particular trailer shall be allowed only with approval from the device manufacturer, and when written instructions provided by the manufacturer are followed. Device manufacturers shall evaluate and approve all installation modifications and confirm that any modification would have minimal impact on the device's drag reduction performance. No changes to the device from the design, configuration, and installation used for the basis of this approval are allowed. Manufacturers must submit all significant modifications in advance to the CARB for approval. CARB reserves the right to conduct testing of aerodynamic devices submitted for approval.

BE IT FURTHER RESOLVED: This approval shall not be construed as an approval to sell, offer for sale, or advertise any individual component of the device assembly that was granted preliminary approval separately from the device assembly as it was designed, configured, and tested for the basis of this approval.

BE IT FURTHER RESOLVED: That marketing of a device using any identification other than that shown in this Executive Order or marketing of the device for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from CARB.

BE IT FURTHER RESOLVED: That CARB reserves the right, in the future, to review the approval provided by this Executive Order to assure that the device granted preliminary approval continues to meet the requirement of title 17 CCR section 95663(d), et seq.

BE IT FURTHER RESOLVED: That violation of any of the above conditions shall be grounds for revocation of this order.

Executed on this 27th day of January 2022.



Allen Lyons, Chief
Emissions Certification and Compliance Division