

Pursuant to the authority vested in the 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-02-003;

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	ENGINE FA	MLY	ENGINE SIZES (L)	FUEL TYPE 1	STANDARDS & TEST	SERVICE	ECS & SPECIAL FEATURES 3	DIAGNOSTIC 6						
				0110	PROCEDURE	CLASS 2	ECM, OC, TBI, TC, CAC, AFS,	N/A						
2010	0 ADICH11.1EFA		11.1	CNG	Diesel	HHDD	SCR	14,7 \						
	PRIMARY ENGINE'S IDLE EMISSIONS CONTROL		ADDITIONAL IDLE EMISSIONS CONTROL 5											
-	Exempt		N/A											
ENGINE (	(L)			ENGINE MODE	ENGINE MODELS / CODES (rated power, in hp)									
11.1 See attachment for engine mo							odels and codes							
L=liter; hp CNG/L L/M/H I ECS=e up catalyst TBI=throttl super char control mor ESS=e (per 13 CC	*=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; Lefiter; hp=horsepower; kw=kilowatt; hr=hour;  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;  L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HDD=heavy duty Otto;  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; SFUMFI=sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; IDI/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;  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 1951.95.8(a)(6)(B) or for CNG/LNG fuel systems; N/A=not applicable (e.g., Otto engines and vehicles);  EMD=engine manufacturer diagnostic system (13 CCR 1971); OBD=on-board diagnostic system (13 CCR 1971.1)													

Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.8; 2) the EURO 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, EURO 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.).

in	NMHC		NOx		NMHC+NOx		co		PM		нсно	
g/bhp-hr	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
FEL	*	*	*	*	*	*	*	*	*	*	*	*
CERT	0.08	0.002	0.16	0.12	. *	*	0.1	0.03	0.001	0.001	*	*
NTE	0.21		0.30		*		19.4		0.02		*	

g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; EURO=Euro III European Steady-State Cycle, including RMCSET=ram mode cycle 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; (Rev.: 2007-02-26)

**BE IT FURTHER RESOLVED:** Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(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) and 13 CCR 2035 et seq. (emission control warranty).

**BE IT FURTHER RESOLVED:** The listed engine models are certified using the small volume manufacturer provision such that the manufacturer has submit proper justification that complies with the use of assigned exhaust emission deterioration factors for certification.

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.

Executed at El Monte, California on this \_\_\_\_

day of September 2010.

Annette Hebert, Chief Mobile Source Operations Division

ATTACKMENT A-376-004

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8.Fuel Rate: 9.Emission Control (lbs/hr)@peak torqueDevice Per SAE J1930	TC,SCR,OC, CAK	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	TC,SCR,OC,	J TC,SCR,OC,
8.Fuel Rate: (lbs/hr)@peak torqu	21 TO JECH	77	71	71	71	71	P 7	71	71	7.7	71	77	The state of the s
7.Fuel Rate: mm/stroke@peak torque	to a filter constitutional to the blood of state of comment states on	n , Water meteodo personal personal valencia mente del proposito del pro	A PART OF THE PART OF THE REAL PROPERTY OF THE PART OF	MARKAN A AMERIKAN MERIKAN MERIKAN MENJANGKAN MERIKAN MENJANGKAN ANDAN ANDAN ANDAN ANDAN MENJANGKAN MENJANGKAN	77 respectablishing displacements in recently displacement in recently in	per plant sout met webser statistische press a stephologische besch	test (r. e. went is and select miles select a condition and it is the definite for the	d destination and the destination of the destination of the conditions of the destination		e de constante de la constante	Sell, to the self-self-self-self-self-self-self-self-	руу тайданалан Кофициялийн Макединет. Өсөр рейсте байган байган байган байган байган байган байган байган байган	· · · · · · · · · · · · · · · · · · ·
6.Torque @ RPM (SEA Gross)	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260	904@1260
5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	115	115	115	115	115	115	115	115	115	115	115	115	115
4.Fuel Rate: mm/stroke @ peak HP (for diesel only)	ry y major de franche de personal de la processa de la processa está distribue en con-	THE THE STATE OF THE STATE OF THE STATE STATE OF THE STATE STATE STATE STATE STATES	AP dan BE (PERMANAN) REMINISTER BY PROJECTION STORY (SEE STORY CO.T. ) - See "F	eden i vor dem meder tittere risker en en em em gjorge projektelses	у се дел се в середни се вене ведени ведени в середни вене ведени вене вене вене вене вене вене вене в	e styl fisk, til e li je ertigt skiller me met førsperig til a sær met met mæteten er mærete	e estera, distinati intiristante magnetira este di ipo ej mengga etga - esa este e meta e	AND ALTERNATION OF THE COLUMN TO A SERVICE STATE OF THE PROPERTY OF THE PROPER	e symmetrie. Versit is experience server a serva a a a a a successive en accepte plan service exempters.	THE PROMETURE OF THE PROMETURE, THE LESS PROMETURES WITHOUT TO PRESENT OF THE PROMETURE OF	овичан темпоовия инситуо в ВС-ор-ор-ор-ор-ор-ор-ор-ор-ор-ор-ор-ор-ор-	可谓的"**(2))","(2) 都然的"(3) 我们有我们会说:""我们会说,这个时间也是这种的现在时间,我都会说到这种事情,	· PORRECTE · S. STORETON · PRO · POR · POR · C. BEVOR I PERSONNELLO COMMENSAL COMENSAL COMMENSAL
3.BHP@RPM (SAE Gross)	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200	286@2200
ngine Family 1.Engine Code 2.Engine Model	EEEBO	EEEBP	EEEBQ	EEEBR	EEEBS	EEEBT	EEEBU	EEEBV	EEEBW	EEEBX	EEEBY	EEEBZ	EEEBN
1.Engine Code	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K	GL11K
ngine Family	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA	ICH11.1EFA