

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 YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE ¹	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS ²	ECS & SPECIAL FEATURES ³ DDI, TC, CAC, ECM, EGR, OC, PTOX, SCR-U	DIAGNOSTIC ⁶
				Diesel	Diesel		MHDD
2012	CCEXH0505CAC	8.3	Diesel	Diesel	MHDD	DDI, TC, CAC, ECM, EGR, OC, PTOX, SCR-U	EMD
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL		ADDITIONAL IDLE EMISSIONS CONTROL ⁵					
30g		N/A					
ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)						
8.3	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, h=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/MH 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; SFI/MFI=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;
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=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 g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	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	*	*	0.31	0.31	*	*	*	*	*	*	*	*
CERT	0.001	0.000	0.18	0.15	*	*	0.00	0.00	0.001	0.000	*	*
NTE	0.21		0.46		*		19.4		0.02		*	

⁴ 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: Except in vehicle applications exempted per 13 CCR 1956.8(a)(6)(B), engines in this engine family certified under 13 CCR 1956.8(a)(6)(C) [30 g/hr NOx] and section 35.B.4 of the incorporated "California Exhaust Emissions Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles" (HDDE Test Procedures) adopted Dec. 12, 2002, as last amended Sep. 27, 2010, shall be provided with an approved "Certified Clean Idle" label that shall be affixed to the vehicle into which the engine is installed.

BE IT FURTHER RESOLVED: That the manufacturer has elected to include engine models in this engine family which are identified for "emergency vehicle use only". These "emergency vehicle use only" engines are exempt from requirements imposed pursuant to California law and the regulations adopted pursuant thereto for motor vehicle pollution control devices per California Vehicle Code Section 27156.2. The manufacturer must clearly label these engines for "emergency vehicle use only" on the engines' emission control label.

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 (engine manufacturer diagnostic) and 13 CCR 2035 et seq. (emission control warranty).



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 31st day of January 2012.

J. Lawrence

Annette Hebert, Chief
Mobile Source Operations Division

Engine Model Summary Template

U-R-021-0558
12/31/11

ATTACHMENT 1 OF 2

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
CCEXH0505CAC	3092;FR92521	ISC8.3 380	352@2200	175	130	1050@1400	203	96	SCRC, PTOX,
CCEXH0505CAC	3093;FR92584	ISC8.3 350	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3093;FR92579	ISC8.3 330	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3093;FR92581	ISC8.3 300	285@2200	150	111	860@1300	162	71	SCRC, PTOX,
CCEXH0505CAC	3093FR92582	ISC8.3 270	260@2200	137	102	800@1300	155	68	SCRC, PTOX,
CCEXH0505CAC	3093;FR92523	ISC8.3 260	260@2200	137	102	660@1300	128	56	SCRC, PTOX,
CCEXH0505CAC	3092;FR92521	PX8 380	352@2200	175	130	1050@1400	203	96	SCRC, PTOX,
CCEXH0505CAC	3093;FR92584	PX8 350	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3093;FR92579	PX8 330	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3093;FR92581	PX8 300	285@2200	150	111	860@1300	162	71	SCRC, PTOX,
CCEXH0505CAC	3093FR92582	PX8 270	260@2200	137	102	800@1300	155	68	SCRC, PTOX,
CCEXH0505CAC	3093;FR92523	PX8 260	260@2200	137	102	660@1300	128	56	SCRC, PTOX,
CCEXH0505CAC	3735;FR3555	ISC8.3 260	260@2200	137	102	660@1300	128	56	SCRC, PTOX,
CCEXH0505CAC	3735;FR93555	PX8 260	260@2200	137	102	660@1300	128	56	SCRC, PTOX,
CCEXH0505CAC	3734;FR93550	ISC8.3 380	352@2200	175	130	1050@1400	203	96	SCRC, PTOX,
CCEXH0505CAC	3735;FR93551	ISC8.3 350	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3735;FR93552	ISC8.3 330	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3735;FR93553	ISC8.3 300	285@2200	150	111	860@1300	162	71	SCRC, PTOX,
CCEXH0505CAC	3735FR93554	ISC8.3 270	260@2200	137	102	800@1300	155	68	SCRC, PTOX,
CCEXH0505CAC	3734;FR93550	PX8 380	352@2200	175	130	1050@1400	203	96	SCRC, PTOX,
CCEXH0505CAC	3735;FR93551	PX8 350	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3735;FR93552	PX8 330	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3735;FR93553	PX8 300	285@2200	150	111	860@1300	162	71	SCRC, PTOX,
CCEXH0505CAC	3735FR93554	PX8 270	260@2200	137	102	800@1300	155	68	SCRC, PTOX,

Emergency	Vehicle	Engine	Models	Below					
CCEXH0505CAC	3734;FR93550	ISC8.3 380	352@2200	175	130	1050@1400	203	96	SCRC, PTOX,
CCEXH0505CAC	3735;FR93551	ISC8.3 350	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,

Engine Model Summary Template

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ATTACHMENT 2 OF 2

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CCEXH0505CAC	3735;FR93552	ISC8.3 330	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3735;FR93553	ISC8.3 300	285@2200	150	111	860@1300	162	71	SCRC, PTOX,
CCEXH0505CAC	3735FR93554	ISC8.3 270	260@2200	137	102	800@1300	155	68	SCRC, PTOX,
CCEXH0505CAC	3734;FR93550	PX8 380	352@2200	175	130	1050@1400	203	96	SCRC, PTOX,
CCEXH0505CAC	3735;FR93551	PX8 350	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3735;FR93552	PX8 330	320@2200	164	122	1000@1400	195	92	SCRC, PTOX,
CCEXH0505CAC	3735;FR93553	PX8 300	285@2200	150	111	860@1300	162	71	SCRC, PTOX,
CCEXH0505CAC	3735FR93554	PX8 270	260@2200	137	102	800@1300	155	68	SCRC, PTOX,