

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 <sup>1</sup>	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS <sup>2</sup>	ECS & SPECIAL FEATURES <sup>3</sup>	DIAGNOSTIC <sup>6</sup>
2013	DCEXH0729XAE	11.9	Diesel	Diesel	HHDD	DDI, TC, CAC, ECM, EGR, OC, PTOX, SCR-U	OBD(\$)
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL <sup>5</sup>		ADDITIONAL IDLE EMISSIONS CONTROL <sup>5</sup>					
30g		N/A					
ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)						
11.9	See attachment for engine models and ratings						
*	*						
*	*						
*	*						

<sup>1</sup> =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;  
<sup>2</sup> 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;  
<sup>3</sup> L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HDO=heavy duty Otto;  
<sup>4</sup> 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;  
<sup>5</sup> 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);  
<sup>6</sup> 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 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	*	*	*	*	*	*	*	*	*	*	*	*
CERT	0.03	0.02	0.19	0.07	*	*	1.2	0.6	0.001	0.002	*	*
NTE	0.21		0.30		*		19.4		0.02		*	

<sup>4</sup> 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:** 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 five deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of \$75 per engine for the third through fifth deficiencies in the listed engine family that is produced and delivered for sale in California. On a quarterly basis, the manufacturer shall submit to the 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 2013 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 \$5000 per engine pursuant to HSC Section 43154.

**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 Oct. 12, 2011, 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 1971.1 (on-board diagnostic, full or partial compliance) 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 15 day of October 2012.



Annette Hebert, Chief  
Mobile Source Operations Division

EO#: A-021-0579  
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**Engine Model Summary Template**

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
ICEXH0729XAE	3711;FR20398	ISX12 425ST	413@1977	220	147	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20400	ISX12 425	413@1977	220	147	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20403	ISX12 400ST	392@1977	209	139	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20405	ISX12 400	392@1977	209	139	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20391	ISX12 500V	479@1977	259	173	1645@1200	313	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20392	ISX12 450V	432@1977	231	154	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20394	ISX12 450V	432@1977	231	154	1550@1200	293	118	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20401	ISX12 425V	413@1977	220	147	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20397	ISX12 425V	413@1977	220	147	1550@1200	293	118	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20404	ISX12 400V	392@1977	209	139	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20390	ISX12 500 RV	479@1977	259	173	1645@1200	313	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20393	ISX12 450 MC	432@1977	231	154	1550@1200	293	118	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20399	ISX12 425 MC	413@1977	220	147	1650@1200	314	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20402	ISX12 425 MC	413@1977	220	147	1450@1200	272	110	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20410	ISX12 370	379@1977	202	135	1450@1200	272	110	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20412	ISX12 370	379@1977	202	135	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20413	ISX12 350ST	360@1977	192	128	1450@1200	272	110	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20415	ISX12 350	360@1977	192	128	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20417	ISX12 330ST	341@1977	183	122	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20419	ISX12 330	341@1977	183	122	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20418	ISX12 330	341@1977	183	122	1250@1200	233	94	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20427	ISX12 310	315@1977	166	111	1150@1200	214	87	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20408	ISX12 385V	379@1977	202	135	1450@1200	272	110	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20409	ISX12 385V	379@1977	202	135	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20414	ISX12 350V	341@1977	183	122	1450@1200	272	110	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20416	ISX12 350V	341@1977	183	122	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20426	ISX12 320V	315@1977	166	111	1150@1200	214	87	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20428	ISX12 385R	379@1977	202	135	1450@1200	272	110	SCRC, PTOX, PC

DDI, TC, CAC, ECM,  
 EGR, OC, PTOX, SCR-4

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ICEXH0729XAE	3711;FR20429	ISX12 385R	379@1977	202	135	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20430	ISX12 350R	341@1977	183	122	1450@1200	272	110	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20431	ISX12 350R	341@1977	183	122	1350@1200	252	102	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20432	ISX12 330R	341@1977	183	122	1250@1200	233	94	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20433	ISX12 320R	315@1977	166	111	1150@1200	214	87	SCRC, PTOX, PC
ICEXH0729XAE	Emergency	Vehicle	Engine	Ratings	Below				
ICEXH0729XAE									
ICEXH0729XAE	3711;FR20389	ISX12 500EV	479@1977	259	173	1645@1200	313	127	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20395	ISX12 450EV	432@1977	231	154	1550@1200	293	118	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20396	ISX12 425EV	413@1977	220	147	1550@1200	293	118	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20406	ISX12 400EV	388@1977	207	138	1550@1200	293	118	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20407	ISX12 400EV	388@1977	207	138	1450@1200	272	110	SCRC, PTOX, PC
ICEXH0729XAE	3711;FR20411	ISX12 370EV	379@1977	202	135	1450@1200	272	110	SCRC, PTOX, PC

DDI, TC, CAC, ECM,  
 EGR, OC, PTOX, SCR-4