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	FUEL TYPE 1	STANDARDS & TEST	INTENDED SERVICE	ECS & SPECIAL FEATURES 3	DIAGNOSTIC 6 OBD(\$)					
		SIZES (L)		PROCEDURE	CLASS	DDI, TC, CAC, ECM, EGR, OC,						
2014	ECEXH0729XAF	11.9	Diesel	Diesel	UB	PTOX, SCR-U						
	Y ENGINE'S IDLE		Al	DDITIONAL IDLE EN	IISSIONS COI	NTROL 5						
F	Exempt	N/A										
ENGINE (	L)		ENGINE MO	DDELS / CODES (ra	ted power, in	hp)						
11.9		ISX12 385 / 3712;FR20434 (379)										
L=liter; hp  CNG/L  L/M/H I	=horsepower; kw=kilowatt; h NG=compressed/liquefied nate HDD=light/medium/heavy hear	r=hour; ural gas; LPG=liquefie vy-duty diesel; UB=urt	d petroleum gas; E85=85% pan bus; HDO=heavy duty (	ethanol fuel; MF=mul Otto;	ti fuel a.k.a. BF	R 86.abc=Title 40, Code of Federal Regulation =bi fuel; DF=dual fuel; FF=flexible fuel;						
up catalyst TBI=throttle super char	; DPF=diesel particulate filter; e body fuel injection; SFI/MFI:	PTOX=periodic trap of =sequential/multi port f EGR / EGR-C=exhaus	oxidizer; HO2S/O2S=heated uel injection; DGI=direct ga t gas recirculation / cooled E	d/oxygen sensor; HAF soline injection; GCAF	S/AFS=heated/s B=gaseous car	ctive catalytic reduction – urea / – ammonia; V air-fuel-ratio sensor (a.k.a., universal or linear or buretor; IDI/DDI=indirect/direct diesel injectior injection; SPL=smoke puff limiter; ECM/PCM	oxygen sensor); n; TC/SC=turbo/					
						al combustion auxiliary power system; ALT=a	Iternative method					

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.).

EMD=engine manufacturer diagnostic system (13 CCR 1971); OBD(F) / (P) / (\$)=full / partial / partial with a fine / on-board diagnostic;);

in g/bhp-hr	NMHC		NOx		NMHC+NOx		СО		PM		нсно	
	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	*	*
FEL	*	*	*	*	*	*	*	*	*	*	*	*
CERT	0.03	0.01	0.12	0.07	*	*	1.2	0.5	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; 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 Apr. 18, 2013, 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: 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 seg. (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 onboard diagnostic (HD OBD) system of the listed engine models has been determined to have eleven deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of \$350 per engine for the third through eleventh 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 2014 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.

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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. 26th

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

\_ day of December 2013.

Erik White, Chief

Mobile Source Operations Division