

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-14-012;

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	DIAGNOSTIC ⁵
2017	HNVDX05700SA	9.3	Diesel	Diesel	MHDD	DFI, TC(2), ECM, EGR, DOC, PTOX, SCR-U, CAC(2), AMOX	OBD (\$)
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL ⁴		ADDITIONAL IDLE EMISSIONS CONTROL					
30g		N/A.					
ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)						
9.3	See attachment for engine models and ratings						
¹ =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; ² 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; ³ L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HDO=heavy duty Otto; ⁴ 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; AMOX=ammonia oxidation catalyst 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; OBD(F) / (P) / (\$) =full / partial / partial with fine / on-board diagnostic;							

(2012-08-20)

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.).⁴

in g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	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	*	*
CERT	0.02	0.01	0.14	0.06	*	*	1.5	0.02	0.003	0.001	*	*
NTE	0.21		0.30		*		19.4		0.02		*	

⁴ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET= supplemental emissions testing; NTE=Not-to-Exceed emission limit; 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;

BE IT FURTHER RESOLVED: The manufacturer has demonstrated compliance with the Greenhouse Gas Emission Standards as specified in Title 13 CCR 1956.8 and the incorporated "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy Duty Diesel-Engines and Vehicles" (HDDE Test Procedures) adopted Dec. 27, 2002, as last amended Oct. 21, 2014 using the 2014 model year National Heavy-Duty Engine and Vehicle Greenhouse Gas Program as specified in Section 1036.108 of the HDDE Test Procedures. The manufacturer has submitted the required information and therefore has met the criteria necessary to receive a California Executive Order based on the Environmental Protection Agency's Certificate of Conformity for the above listed engine family.

in g/bhp-hr	EPA CERTIFICATE OF CONFORMITY		PRIMARY INTENDED SERVICE CLASS	
	HNVDX05700SA-002		TRACTOR / VOCATIONAL	
	CO ₂		CH ₄	N ₂ O
	FTP	SET		
STD	576	487	0.10	0.10
FCL	561	512	*	*
FEL	578	527	0.10	0.14
CERT	548	508	0.02	0.13

⁴ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET=Supplemental emissions testing; STD = standard or emission test cap; FEL=family emission limit; FCL=family certification level; CERT=certification level; CO₂=carbon dioxide; CH₄=methane; N₂O=nitrous oxide; VOCATIONAL=vocational engine; TRACTOR=tractor engine

BE IT FURTHER RESOLVED: Certification to the FEL(s) / FCL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) / FCL(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), 13 CCR 1971.1 (on-board diagnostic, full or partial compliance), and 13 CCR 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: Except in vehicle applications exempted per 13 CCR 1956.8(a)(6)(B), 30g rating 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" adopted December 12, 2002, as last amended April 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: 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.

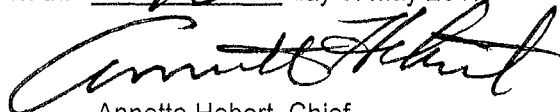
BE IT FURTHER RESOLVED: The listed engine models are conditionally certified in accordance with 13 CCR Section 1971.1(k) (deficiency and fines provisions for certification of malfunction and diagnostic system) because the heavy-duty on-board diagnostic (HD OBD) system of the listed engine models has been determined to have nineteen deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of \$500 per engine for the third through ninetieth 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 2017 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: The listed engine models are conditionally certified. These engine models may be sold and or marketed prior to the manufacturer updating the engines with the revised Auxiliary Emission Control Devices (AECD) strategies approved by the Executive Officer. The manufacturer shall ensure that engine models produced under this conditional Executive Order are reprogrammed in the field by December 31, 2017 to incorporate the ARB approved revised AECD strategies. The aforementioned reprogramming shall be implemented free of charge based upon a plan approved by the Executive Officer. No later than August 15, 2017 engine models produced shall incorporate the ARB approved revised AECD strategies. Engine models produced after August 15, 2017 not incorporating the ARB approved AECD strategies will be deemed uncertified and subject to a civil penalty of up to \$5000 per engine pursuant to HSC Section 43154.

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 18 day of May 2017.



Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science Division

Engine Model Summary Template

Attachment 1a/1

A.004-0451
5-5-2017

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
HNVDH05700SA	7151	S385H	385 @ 2000	217.9	146	1250 @ 1200	236.3	95	TC(2), CAC(2), EGR, ECM, SCR-U, DOC, DFI, PTOX, <i>Amo</i>
HNVDH05700SA	7141	S370	370 @ 2000	207.5	139	1250 @ 1200	236.3	95	see S385H
HNVDH05700SA	6151	S350	350 @ 2000	197.4	132.2	1150 @ 1200	221.7	89.1	see S385H
HNVDH05700SA	6141	S330H	330 @ 2000	186.2	124.7	1150 @ 1200	221.6	89	see S385H
HNVDH05700SA	5141	S310	310 @ 2000	178.2	119.3	1050 @ 1200	200.1	80.4	see S385H
HNVDH05700SA	6131	S330	330 @ 2000	186.4	124.8	950 @ 1200	180.6	72.5	see S385H
HNVDH05700SA	5151	S315	315 @ 2000	180.2	120.7	950 @ 1200	180.9	65.9	see S385H
HNVDH05700SA	5131	S300	300 @ 2000	174.5	116.8	860 @ 1200	164.0	65.9	see S385H
HNVDH05700SA	5111	S275	275 @ 2000	160.6	107.6	860 @ 1200	164.0	65.9	see S385H
HNVDH05700SA	7131	S385	385 @ 2000	217.9	146	1150 @ 1200	221.7	95	see S385H
EMERGENCY VEHICLES									
HNVDH05700SA	M2466	S350	350 @ 2000	197.4	132.2	1150 @ 1200	221.7	89.1	see S385H above
HNVDH05700SA	M2461	S330H	330 @ 2000	186.2	124.7	1150 @ 1200	221.6	89	see S385H above
HNVDH05700SA	M2457	S310	310 @ 2000	178.2	119.3	1050 @ 1200	200.1	80.4	see S385H above
HNVDH05700SA	M2452	S330	330 @ 2000	186.4	124.8	950 @ 1200	180.6	72.5	see S385H above
HNVDH05700SA	M2448	S315	315 @ 2000	180.2	120.7	950 @ 1200	180.9	72.7	see S385H above
HNVDH05700SA	M2444	S300	300 @ 2000	174.5	116.8	860 @ 1200	164.0	65.9	see S385H above
HNVDH05700SA	M2440	S275	275 @ 2000	160.6	107.6	860 @ 1200	164.0	65.9	see S385H above
HNVDH05700SA	M2471	S370	370 @ 2000	207.5	139	1250 @ 1200	236.3	95	see S385H above
HNVDH05700SA	M2475	S385H	385 @ 2000	217.9	146	1250 @ 1200	236.3	95	see S385H above