

Pursuant to the authority vested in California 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-19-095;

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 ⁶
2021	MCEXH0408BCB	6.7	Diesel	Diesel	UB-Hybrid	DDI, TC, CAC, ECM, EGR, OC, PTOX, SCR-U, AMOX	OBD(\$)
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL ⁵		ADDITIONAL IDLE EMISSIONS CONTROL ⁵					
Exempt		N/A					
ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)						
6.7	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; hr=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/M/H 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; **AMOX**=Ammonia Oxidation Catalyst; **NOXS**=NOx sensor; **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(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 SET 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, SET 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	0.05	0.02	0.16	0.05	*	*	0.04	0.00	0.005	0.004	*	*
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; **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 December 12, 2002, as last amended April 18, 2019.

PRIMARY INTENDED SERVICE CLASS: Vocational				
In g/bhp-hr	CO ₂		CH ₄	N ₂ O
	FTP	SET		
STD	513	*	0.10	0.10
FCL	575	*	*	*
FEL	592	*	0.10	0.11
CERT	559	*	0.02	0.10

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), engines in this engine family certified under 13 CCR 1956.8(a)(6)(C) [30 g/hr NO_x] 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 December 12, 2002, as last amended April 18, 2019, 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: 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 has been determined to have four deficiencies, and therefore is approved subject to the manufacturer paying a fine of \$75 per engine for the third through fourth deficiencies in the listed engine family that is produced and delivered for sale in California. On a quarterly basis, the manufacturer shall submit to California 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 2021 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 \$40,050 per engine pursuant to HSC Section 43154.

BE IT FURTHER RESOLVED: The listed engine models have been certified to operate in the primary intended service class for urban buses with the emission compliance useful-life of 435,000 miles, 10 years, or 22,000 hours, whichever occurs first. The listed engine models were designed by the engine manufacturer with an emissions compliance period of 185,000 miles. To demonstrate the useful life emissions compliance of the intended service class of an urban bus, the engine manufacturer shall provide a required service to the engine at, or about, 185,000 and 370,000 miles of the urban bus. The required service shall include a replacement engine, related parts and labor.

BE IT FURTHER RESOLVED: Each replacement engine shall be: 1) a new California certified urban bus engine of the model year in which the service interval occurs, 2) a new replacement engine that is equivalent in all material respects to the engines listed in this Executive Order, or 3) a newly remanufactured engine conforming to all specifications of the engines listed in this Executive Order or conforming to all specifications of newer model-year engines certified to the urban bus primary intended service class.

BE IT FURTHER RESOLVED: The Cummins hybrid engine ratings listed on this Executive Order may only be used with new on-road BAE hybrid system models and Allison hybrid system models whose on-board diagnostic system have been approved as compatible.

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 on this 11th day of February 2021.



Allen Lyons, Chief
Emissions Certification and Compliance Division

Attachment: Engine ModelsEO #: A-021-0738Family: MCEXH0408BCBAttachment Last Revised: 1/29/2021

Model	Code	Trim	Config	Displacement	Displacement -		Peak Power -		Peak Power - Speed (rpm)	Peak Power - Fueling	Peak Power - Fuel		Peak Torque - Units	Peak Torque - Speed (rpm)	Peak Torque - Fuel		OBD	GHG	Special	Notes
					Units	Liters	Peak Power	Units			hp	Units			Peak Torque	Units				
B6.7 280H	BMH1	N/A	I6	6.7	Liters	280	hp	2400	94.7	lb/hr	660	lb-ft	1600	67	lb/hr	Partial with Fines	Vocational	N/A	Hybrid Rating	
B6.7 280H	BMH2	N/A	I6	6.7	Liters	280	hp	2400	94.7	lb/hr	660	lb-ft	1600	67	lb/hr	Partial with Fines	Vocational	N/A	Hybrid Rating	