

Pursuant to the authority vested in the 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 diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 10,001 to 14,000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	EMISSION STD CATEGORY <sup>2</sup>	FUEL TYPE <sup>1</sup>	STANDARDS & TEST PROCEDURE	ENGINE SIZES (L)	ECS & SPECIAL FEATURES <sup>3</sup>	OBD COMPLIANCE	
2022	NFMXE07.3BWU	ULEV	Gasoline	Otto	7.3	TWC, SFI, HO2S, WR-HO2S	OBD(\$)	
<b>ENGINE MODELS / CODES (rated power, in hp)</b>							<b>ENGINE (L)</b>	<b>OBD COMPLIANCE</b>
See attachment for models and ratings							7.3	OBD(\$)
*							*	*

\* =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;  
<sup>1</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>2</sup> SULEV / ULEV / LEV=super ultra / ultra / low emission vehicle;  
<sup>3</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); WR-HO2S=wide range 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;

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, in g/bhp-hr, 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 dual- and flexible-fueled engines, the CERT values in brackets [ ] are those when tested on conventional test fuel.) <sup>4</sup>

	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET
STD	0.14	*	0.20	*	*	*	14.4	*	0.01	*	0.01	*
CERT	0.12	*	0.07	*	*	*	6.7	*	0.002	*	0.001	*
NTE	*		*		*		*		*		*	

<sup>4</sup> 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; (rev: 2014-01-03)

**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 Otto Cycle Engines and Vehicles" (HDOE Test Procedures) adopted December 27, 2000, as last amended December 19, 2018 using the alternate emission standards as specified in Section 1036.5(e) of the HDOE test procedures.

PRIMARY INTENDED SERVICE CLASS: Vocational				
In g/bhp-hr	CO <sub>2</sub>		CH <sub>4</sub>	N <sub>2</sub> O
	FTP	SET		
STD	627	*	0.10	0.10
FCL	627	*	*	*
FEL	646	*	*	*
CERT	617	*	0.05	0.03

<sup>4</sup> 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; CO<sub>2</sub>=carbon dioxide; CH<sub>4</sub>=methane; N<sub>2</sub>O=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:** The listed engine models have been certified to the optional emission standards and test procedures in 13 CCR 1956.8 applicable to diesel or incomplete medium-duty vehicles with a GVWR from 10,001 to 14,000 pounds and, therefore, shall be subject to 13 CCR 2139(c) (in-use testing of engines certified for use in diesel or incomplete medium-duty vehicles with a 10,001-14,000 pounds GVWR).

**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 1968.2 (on-board diagnostic, full or partial compliance), and 13 CCR 2035 et seq. (emission control warranty).

**BE IT FURTHER RESOLVED:** The listed engine models is conditionally certified in accordance with 13 CCR Section 1968.2 (deficiency and fines provisions for certification of malfunction and diagnostic system) because the medium-duty on-board diagnostic (OBD II) system has been determined to have Three deficiencies, and therefore is approved subject to the manufacturer paying a fine of \$25 per engine for the third deficiency 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 2022 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 \$40,725 per engine pursuant to HSC Section 43154.

Engines certified under this Executive Order must conform to all applicable California emission regulations.

This Executive Order hereby supersedes Executive Order A-010-2339 dated June 22, 2021.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

Executed on this 26th day of November 2021.



Allen Lyons, Chief  
Emissions Certification and Compliance Division

**Attachment: Engine Models**

**EO #:** A-010-2339-1

**Family:** NFMXE07.3BWU

**Attachment Last Revised:** 11/5/2021

Model	Code	Trim	Config	Displacement	Displacement - Units	Peak Power	Peak Power - Units	Peak Power - Speed (rpm)	Peak Power - Fueling	Peak Power - Fuel Units	Peak Torque	Peak Torque - Units	Peak Torque - Speed (rpm)	Peak Torque - Fuel	Peak Torque - Fuel Units	OBD (\$)	GHG	Special	Notes
Super Duty	NTEJ0NJ	N/A	V8	7.3	Liters	350	horsepower	3900	105.0	mm3/stroke	468	lb-ft	3900	98	mm3/stroke	Full	Vocational	N/A	SFI, HO2S, TWC, WR-HO2S
Super Duty	NTEJ0NK	N/A	V8	7.3	Liters	350	horsepower	3900	105.0	mm3/stroke	468	lb-ft	3900	98	mm3/stroke	Full	Vocational	N/A	SFI, HO2S, TWC, WR-HO2S
Super Duty	NTEJ0NL	N/A	V8	7.3	Liters	350	horsepower	3900	105.0	mm3/stroke	468	lb-ft	3900	98	mm3/stroke	Full	Vocational	N/A	SFI, HO2S, TWC, WR-HO2S
Super Duty	NTEJ0NM	N/A	V8	7.3	Liters	350	horsepower	3900	105.0	mm3/stroke	468	lb-ft	3900	98	mm3/stroke	Full	Vocational	N/A	SFI, HO2S, TWC, WR-HO2S
E-Series	NTE4K0NA	N/A	V8	7.3	Liters	300	horsepower	3750	105.0	mm3/stroke	425	lb-ft	3250	98	mm3/stroke	Full	Vocational	New Ratings	SFI, HO2S, TWC, WR-HO2S
E-Series	NTE4J0NA	N/A	V8	7.3	Liters	350	horsepower	3900	105.0	mm3/stroke	468	lb-ft	3900	98	mm3/stroke	Full	Vocational	New Ratings	SFI, HO2S, TWC, WR-HO2S
E-Series	NTE4K0NB	N/A	V8	7.3	Liters	300	horsepower	3750	105.0	mm3/stroke	425	lb-ft	3900	98	mm3/stroke	Full	Vocational	New Ratings	SFI, HO2S, TWC, WR-HO2S
E-Series	NTE4J0NB	N/A	V8	7.3	Liters	350	horsepower	3900	105.0	mm3/stroke	468	lb-ft	3900	98	mm3/stroke	Full	Vocational	New Ratings	SFI, HO2S, TWC, WR-HO2S
E-Series	NTE4K0NC	N/A	V8	7.3	Liters	300	horsepower	3750	105.0	mm3/stroke	425	lb-ft	3900	98	mm3/stroke	Full	Vocational	New Ratings	SFI, HO2S, TWC, WR-HO2S
E-Series	NTE4J0NC	N/A	V8	7.3	Liters	350	horsepower	3900	105.0	mm3/stroke	468	lb-ft	3900	98	mm3/stroke	Full	Vocational	New Ratings	SFI, HO2S, TWC, WR-HO2S