

ISHIKAWAJIMA-SHIBAURA MACHINERY CO., LTD.

EXECUTIVE ORDER U-R-026-0045 New Off-Road Compression-Ignition Engines

Pursuant to the authority vested in the Air Resources Board by Sections 43013, 43018, 43101, 43102, 43104 and 43105 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-45-9;

IT IS ORDERED AND RESOLVED: That the following compression-ignition engine and emission control system produced by the manufacturer are certified as described below for use in off-road equipment. Production engines shall be in all material respects the same as those for which certification is granted.

| MODEL YEAR | ENGINE FAMILY | DISPLACEMENT (liters) | FUEL TYPE | USEFUL LIFE (hours) | | | | | | |
|---------------|----------------------|--------------------------|-------------------------------|------------------------|--|--|--|--|--|--|
| 2002 | 2H3XL2.22L84 | 1.662 and 2.216 | Diesel | 5000 | | | | | | |
| SPECIAL | FEATURES & EMISSION | CONTROL SYSTEMS | TYPICAL EQUIPMENT APPLICATION | | | | | | | |
| | Indirect Diesel Inje | ection | Loader, Tractor and Indu | strial Equipment | | | | | | |

The engine models and codes are attached.

The following are the exhaust certification standards (STD) and certification levels (CERT) for hydrocarbon (HC), oxides of nitrogen (NOx), or non-methane hydrocarbon plus oxides of nitrogen (NMHC+NOx), carbon monoxide (CO), and particulate matter (PM) in grams per kilowatt-hour (g/kw-hr), and the opacity-of-smoke certification standards and certification levels in percent (%) during acceleration (Accel), lugging (Lug), and the peak value from either mode (Peak) for this engine family (Title 13, California Code of Regulations, (13 CCR) Section 2423):

| RATED | EMISSION | | | E | EXHAUST (g/kw-h | | OPACITY (%) | | | | | |
|--|----------|-------------|----|------------|-----------------|-----|-------------|-------|-----|------|--|--|
| POWER CLASS | STANDARD | | НС | NOx | NMHC+NOx | СО | PM | ACCEL | LUG | PEAK | | |
| 19 <kw <37<="" td=""><td>Tier 1</td><td colspan="2">STD N/A N/A</td><td>/A N/A 9.5</td><td>9.5</td><td>5.5</td><td>0.80</td><td>20</td><td>15</td><td>50</td></kw> | Tier 1 | STD N/A N/A | | /A N/A 9.5 | 9.5 | 5.5 | 0.80 | 20 | 15 | 50 | | |
| | | CERT | | | 5.7 | 1.1 | 0.40 | 6 | 4 | 9 | | |

BE IT FURTHER RESOLVED: That for the listed engine models, the manufacturer has submitted the information and materials to demonstrate certification compliance with 13 CCR Section 2424 (emission control labels), and 13 CCR Sections 2425 and 2426 (emission control system warranty).

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

This Executive Order is only granted to the engine family and model-year listed above. Engines in this family that are produced for any other model-year are not covered by this Executive Order.

Executed at El Monte, California on this

R. B. Summerfield, Chief

Mobile Source Operations Division

Engine Model S

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ATIAM MENTIOFI

Ishikawajima-Shibaura Machinery Co., Ltd. Manufacturer:

Nonroad Cl Engine category:

EPA Engine Family. 2H3XL2.22L84

New Submission Mfr Family Name: N/A Process Code:

Sh00-980-U-M

| | 4 | | | | | | | | | | | | | | | | | | | | | | .: | ili. | → |] |
|---|---------------|------------|------------|------------|------------|------------|------------|------------|------------------------------|------------|------------|------------|------------|-------------|------------|-------------|---------------|-----------------|------------|--|--|--|----|--|----------|--|
| 9.Emission Control hevice Per SAE J1930 | L | 正 | 旦 | | 4 | | | | ֖֖֖֖֖֖֖֖֖֖֖֖֡֞֞֞֜֞֜֞֞֞֜֜֞֞֞֞ | L | | Œ. | IEI | <u>u</u> | Ē | <u> </u> | L | 1 | | | | | | | | |
| 8.Fuel Rate: 9.Emission Control (lbs/hr)@peak torque Device Per SAE J1930 | 11,3+/-0.8 | 11.3+/-0.8 | 12.7+/-0.6 | 13 0+/-0 7 | 15.21/08 | 0.0-7:0.0 | 15.3+/-0.8 | 15.3+/-0.8 | 15.3+/-0.8 | 11.6+/-0.9 | 14.8+/-1.4 | 14.8+/-1.4 | 14.8+/-1.4 | 11.3+/-0.6 | 12.0+/-0.6 | 16.1+/-0.8 | 13.6+/-0.7 | 15 G+/-O 8 | 0.0-7:0.01 | | | | | | | |
| 7.Fuel Rate: mm/stroke@peak torque | 34.3+/-2.4 | 34.3+/-2.4 | 30.4+/-1.5 | 06/1096 | 00.01/-2.0 | 04.94/-1.0 | 34.9+/-1.8 | 34.9+/-1.8 | 34.9+/-1.8 | 35,3+/-2.7 | 37.4+/-3.5 | 37.4+/-3.5 | 37.4+/-3.5 | 34.2+/-1.7 | 40.4+/-2.2 | 36 7+/-18 | 34 4+/-1 7 | 1.1 -1. 1. 1.00 | 39.3Trz.1 | | | | | | | |
| 6.Torque @ RPM (SEA Gross) | 99.1@1500 | 99 1@1500 | 00.001000 | 30.0@1300 | 0601@6.201 | 104.1@2000 | 104.1@2000 | 104.1@2000 | 104.1@2000 | 99.1@1500 | 105.5@1800 | 105.5@1800 | 105.5@1800 | 78.0@2000 | 84 8@1800 | 404 2@2000 | 101.2@2000 | 99.7(@1000 | 109.9@1800 | | | | | 14. | | |
| 5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only) | 12 6+/-0 7 | 40 64/ 07 | 12.047-0.1 | 4.4+/-1.4 | 15.6+/-0.8 | 16.6+/-1.4 | 18.9+/-1.0 | 18.2+/-1.3 | 19.4+/-1.0 | 13.1+/-0.9 | 17.1+/-1.5 | 19.2+/-1.7 | 20.3+/-1.8 | 13.8+/-0.7 | 14 7+/-0 6 | 0.0-7-7-7-7 | 19,07/-1.0 | 17.2+/-0.9 | 18.7+/-0.6 | | | | | AND THE RESIDENCE OF THE PARTY | | |
| 4.Fuel Rate: mm/stroke @ peak HP (for diesel only) | 33 7±/-1 8 | 00.1-1-1.0 | 31.0+/-1.0 | 29.9+/-2.9 | 32.2+/-1.7 | 32.8+/-2.7 | 33.1+/-1.8 | 33.1+/-2.4 | 34.0+/-1.8 | 35.0+/-2.3 | 35.3+/-3.1 | 36.5+/-3.3 | 35.6+/-3.2 | 31.0+1.15 | 01.0.7 | 4.1-/+4.45 | 34.3+/-1.8 | 31.3+/-1.6 | 32.7+/-1.0 | | | | | A THE PARTY OF THE | | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| 3.BHP@RPM /SAF Gross) | Į | 31.5@1700 | 32.9@1800 | 34.7@2200 | 38.9@2200 | 44.3@2300 | 46.0@2600 | 46.9@2500 | 48.0@2600 | 31.8@1700 | 41.6@2200 | 45 7@2400 | 47.9@2600 | 25 0@2700 | 33,0@2700 | 35.0@2600 | 46.7@2600 | 43.3@2500 | 45.1@2600 | | | A THE REAL PROPERTY OF THE PRO | | | | |
| o Essaino Model | Z.Engine wode | KR32/1/00 | KR33/1800 | KR35/2200 | KR39/2200 | KR44/2300 | KR46/2600 | KR47/2500 | KR48/2600 | HP32/1700 | HP42/2200 | UD46/2400 | HF40/2400 | 117 40/2000 | 35/2/00-CM | TC35/2600 | 47/2600-F3415 | 41/2500-F2120 | TC45/2600 | | TO THE RESIDENCE AND THE PROPERTY OF THE PROPE | The same of the sa | | | | |
| () () | 1.Engine Code | 10422 | 104-22 | 104-22 | 104-22 | 104-29 | 104-22 | 104-22 | 104-22 | 4040.22 | 4040 22 | 4040-22 | 404C-22 | 4040-22 | N843L-2 | N843L-2 | N844L | N844L-2 | N844L-2 | | | The same of the sa | | The second secon | | A STATE OF THE STA |