

## **KOMATSU LIMITED**

EXECUTIVE ORDER U-R-005-0320 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-02-003;

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)			
2009	9KLXL03.3JD8	3.3	Diesel				
SPECIAL	FEATURES & EMISSION C	CONTROL SYSTEMS	TYPICAL EQUIPMENT APPLICATION				
Direct Dies	sel Injection, Turbocharge	er, Charge Air Cooler	Crane, Loader, Tractor, Dozer, Pump, Compressor and Generator				

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	OF	OPACITY (%)				
POWER CLASS	STANDARD CATEGORY		НС	NOx	NMHC+NOx	со	PM	ACCEL	LUG	PEAK
56 <u>&lt;</u> kW < 75	Tier 3	STD	N/A	N/A	4.7	5.0	0.40	20	15	50
		CERT			4.1	1.2	0.31	8	2	14

**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 \_\_\_\_\_\_ day of November 2008.

Annette Hebert, Chief

Mobile Source Operations Division

## FINAMEST & /of / Engine Model Summary Template

U-R-005-0320

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8.Fuel Rate: 9.Emission Control (lbs/hr)@peak torqueDevice Per SAE J1930	EM, DFI,TC,CAC	one di sociali probabili di sociale sociale de conscienza de la Clarica de Calledon de Conscienza de Conscienza									
8.Fuel Rate: (lbs/hr)@peak torq	28	23	23	22	27	28	23	23	22	27	Charles and American Institute of Marchest Charles (1984) to a consequence of the Consequ
7.Fuel Rate: mm/stroke@peak torque	77	70	70	65	75	77	0.2	0.2	65	75	
6.Torque @ RPM (SEA Gross)	246@1600	225@1500	225@1500	214@1500	239@1600	246@1600	225@1500	225@1500	214@1500	239@1600	d (Mahayaliya ), (( ), ( ), ( ), ( ), ( ), ( ), ( ),
5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	37	36	32	35	36	37	36	32	35	36	TE COME AND THE THE WAY AND THE PROPERTY OF TH
4.Fuel Rate: 5.Fuel Rate: mm/stroke @ peak HP (lbs/hr) @ peak HP (for diesel only) (for diesels only)	63	62	99	59	29	63	62	99	59	67	ACA COCCAD DESCRIPTION OF A LAME OF MEMBERS AND
3.BHP@RPM (SAE Gross)	87@2600	85@2600	80@2200	76@2600	85@2400	87@2600	85@2600	80@2200	76@2600	85@2400	and Milesenson
Engine Family 1.Engine Code 2.Engine Model	SAA4D95LEM-5	SAA4D95LEM-5	SAA4D95LEM-5	SAA4D95LEM-5	SAA4D95LEM-5	B3.3	B3.3	B3.3	B3.3	B3.3	HER OF A STATE OF THE PROPERTY
1.Engine Code	3C05	3C06	3C07	3C12	3C13	FR3C05	FR92084	FR92085	FR92086	FR92233	geogeourica.orichioa.ubbibbyenna ur i i irreru garijubenturovat
Engine Family	9KLXL03.3JD8	9KLXL03.3.D8	9KLXL03.3JD8	9KLXL03.3JD8	9KLXL03.3JD8	9CEXL03.3ACC	9CEXL03.3ACC	9CEXL03.3ACC	9CEXL03.3ACC	9CEXL03.3ACC	We care on a second sec