AGCO SISU POWER INC.

EXECUTIVE ORDER U-R-050-0030 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) | | | | | |
|---------------|--|-----------------------|-------------------------------|------------------------|--|--|--|--|--|
| 2011 | BSIDL07.4G6A | 7.4, 6.6, 4.9 | Diesel | 8000 | | | | | |
| | FEATURES & EMISSION | CONTROL SYSTEMS | TYPICAL EQUIPMENT APPLICATION | | | | | | |
| Cooler, l | ic Direct Injection, Turbo Engine Control Module, S Selective Catalytic Redu | Smoke Puff Limiter, | Tractor, Combine, Sprayer | | | | | | |

The engine models and codes are attached.

The following are the exhaust certification standards (STD) and certification levels (CERT) for non-methane hydrocarbon (NMHC), 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 | XHAUST (g/kW-l | | OPACITY (%) | | | |
|----------------|----------------------|------|------|-----|----------------|-----|-------------|-------|-----|------|
| POWER CLASS | STANDARD CATEGORY | | NMHC | NOx | NMHC+NOx | co | PM | ACCEL | LUG | PEAK |
| 130 ≤ kW ≤ 560 | Tier 4 - ALT NOx | STD | 0.19 | 2.0 | N/A | 3.5 | 0.02 | N/A | N/A | N/A |
| | | CERT | 0.01 | 1.6 | | 0.1 | 0.02 | | | |

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 February 2011

Annette Hebert, Chief

Mobile Source Operations Division

Engine Model Summary Template

ATTACHMENT

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|--|--|--------------|--------------|----------------|--|--|--|--|--|---|--|--|--|--|--|--|---|
| | DD[| | | | - | | _ | | And the state of t | - | en carrier, argum en Aris y de de ante en ente en | - | | _ | | | کے |
| 8.Fuel Rate: 9.Emission Control (bs/hr)@peak torqueDevice Per SAE J1930 | SPL, SCRC, ECM, DDI, JAA | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, | SPL, SCRC, |
| 8.Fuel Rate: (lbs/hr)@peak torqu | 84.0 | 71.5 | 70.5 | 76.5 | 78.0 | 72.0 | 79.5 | 68.5 | 52.7 | 42.7 | 52.5 | 55.0 | 52.5 | 58.5 | 64.5 | 68.3 | 65.5 |
| 7.Fuel Rate: mm/stroke@peak torque | 168 | 143 | 141 | 153 | 156 | 441 | 159 | 137 | 158 | 128 | 105 | 110 | 105 | 117 | 129 | 136.5 | 131 |
| 6.Torque @ RPM (SEA Gross) | 950@1500 | 800@1500 | 792@1500 | 857@1500 | 881@1500 | 769@1500 | 846@1500 | 765@1500 | 600@1500 | 477@1500 | 573@1500 | 608@1500 | 569@1500 | 646@1500 | 711@1500 | 754@1500 | 725@1500 |
| 5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only) | 99.4 | 80.5 | 78.4 | 86.8 | 87.5 | 72.8 | 85.4 | 78.4 | 70.5 | 49.5 | 59.5 | 63.7 | 59.5 | 67.6 | 72.5 | 7.77 | 73.5 |
| 4.Fuel Rate: mm/stroke @ peak HP (for diesel only) | 142 | 115 | 112 | 124 | 125 | 104 | 122 | 112 | 151 | 106 | 85 | 91 | 85 | 96.5 | 103.5 | 111 | 105 |
| 3.BHP@RPM (SAE Gross) | 279@2100 | 226@2100 | 218@2100 | 244@2100 | 248@2100 | 210@2100 | 240@2100 | 220@2100 | 197@2100 | 138@2100 | 165@2100 | 178@2100 | 165@2100 | 189@2100 | 200@2100 | 212@2100 | 205@2100 |
| 2.Engine Model | 74AWI.663 | 74AWI.689 | 74AWI.690 | 74AWI.691 | 74AWI.692 | 74AWI.668 | 74AWI.670 | 66AWI.700 | 49AWI.702 | 49AWI.701 | 66AWI.693 | 66AWI.694 | 66AWI.695 | 66AWI.696 | 66AWI.697 | 66AWI.698 | 66AWI.699 |
| Engine Family 1.Engine Code 2.Engine Model | en e | | | | A HOLE STATE AND A | engele som som en engele som engel fig. e. e. och förbehansten et e. som en som en en en | Andrew of the state of the stat | - Andrews - Andr | Commenced depression of parameters in a case of the total of the second | ment of the control of the state of the sta | e de gallere de him delle ser est est. El est este est est est est est est est es | et entremelinere entrement de des seus de state en establisque en en | тейна на майон Органа. Събина виранизаций в съв винева | The state of the s | SAMELONIAL OR AT AND AS A SECOND STREET, THE SECOND | enterphysical and the control of the control of the physical section of the control of the contr | Makhan di saya 'na - Nasana na - massadana da majad ndasa sajad |
| Engine Family | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A | BSIDL07.4G6A |