

Pursuant to the authority vested in the California Air Resources Board by Health and Safety Code Division 26, Part 5, Chapters 1 and 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 engines and emission control systems produced by the manufacturer as described below are certified 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	Combustion Cycle	Fuel Operation	Fuel Type(s)	Engine Operation
2024	RVPXL07.7CJB	Diesel	Dedicated	Diesel	Variable and Constant Speed

Emission Control Systems	Special Features
[1]: Electronic Direct Injection (DDI), Electronic Control Module (ECM), Oxidation Catalyst (OC), Turbocharger (TC), Charge Air Cooler (CAC), Selective Catalytic Reduction - Urea (SCR-U), Smoke Puff Limiter (SPL), Ammonia Oxidation Catalyst (AMOX), Exhaust Pressure Regulator (EPR), Exhaust Gas Recirculation (EGR), Periodic Trap Oxidation Filter (PTOX)	None

The certified engine models are attached.

The listed engine models comply with the following: 1) emission standard limits (STD) and Not-To-Exceed (NTE) limits, as applicable, for criteria pollutants non-methane hydrocarbons (NMHC), nitrogen oxides (NOx), carbon monoxide (CO), and particulate matter (PM), and for smoke opacity as demonstrated during the Acceleration (ACL) and Lugging (LUG) modes, and the peak value (PEAK) in either mode of the Smoke Opacity cycle, as set forth in 13 CCR 2423 and the applicable California test procedures for off-road compression-ignition engines, and 2) family emission limits (FEL) declared by the manufacturer as allowed by the applicable California test procedures, stated in units of gram per kilowatt-hour (g/kWh-hr) and percent opacity (%opacity), respectively, except as noted, or designated as not applicable (\*).

Applicable Standard		Criteria				Smoke Opacity		
		NMHC	NOx	CO	PM	ACL	LUG	PEAK
Tier 4 Final 130 ≤ kW ≤ 560	STD	0.19	0.40	3.5	0.02	*	*	*
	FEL	*	*	*	*	*	*	*
	NTE	0.28	0.60	4.4	0.03	*	*	*

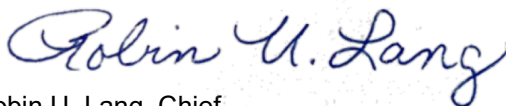
**BE IT FURTHER RESOLVED:** Any declared FEL is the emission limit to which all engines must comply in lieu of the standard limit for certification purposes, subject to the restrictions of averaging, banking, or trading (ABT) programs allowed by the applicable California test procedures.

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

**BE IT FURTHER RESOLVED:** The listed engine models may only be installed in or on equipment such that engine operation is consistent with off-road compression-ignition engines as defined in 13 CCR 2421(a)(39).

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

Executed on this 7<sup>th</sup> day of November 2023.

  
Robin U. Lang, Chief  
Emissions Certification and Compliance Division

**ATTACHMENT: ENGINE MODELS**

Family: RVPXL07.7CJB EO Number: U-R-014-0210 Date Applicable: 11/2/2023

Model	Code	Trim	Config	Displacement	Peak Power			Peak Torque			ECS Num	GHG	Notes
					Power	Speed	Fueling	Torque	Speed	Fueling			
-	-	-	-	L	hp	rpm	lb/hr	N-m	rpm	lb/hr	-	-	-
TAD880	I	N/A	I6	7.7	218	2200	76	1075	1400	69	1	N/A	
TAD881	II	N/A	I6	7.7	252	2200	87	1175	1400	75	1	N/A	
TAD882	III	N/A	I6	7.7	286	2200	98	1255	1400	80	1	N/A	
TAD883	IV	N/A	I6	7.7	320	2200	110	1330	1400	85	1	N/A	
TAD884	V	N/A	I6	7.7	340	2200	117	1360	1400	87	1	N/A	