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	RCEXL06.7AAR	Diesel	Dedicated	Diesel	Variable and Constant Speed

Emission Control Systems	Special Features
[1]: Electronic Direct Injection (DDI), Electronic Control Module (ECM), Turbocharger (TC), Charged Air Cooler (CAC), Selective Catalytic Reduction – Urea (SCR-U), Ammonia Oxidation Catalyst (AMOX), Exhaust Gas Recirculation (EGR), Diesel Oxidation Catalyst (DOC)	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 75 ≤ kW < 130	STD	0.19	0.40	5.0	0.02	*	*	*
	FEL	*	0.30	*	*	*	*	*
	NTE	0.28	0.45	6.2	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 15th day of August 2023.

Robin U. Lang

Robin U. Lang, Chief
Emissions Certification and Compliance Division

ATTACHMENT: ENGINE MODELS

Family: RCEXL06.7AAR EO Number: U-R-002-0876 Date Applicable: 7/21/2023

					Peak Power			Peak Torque					
Model	Code	Trim	Config	Displacement	Power	Speed	Fueling	Torque	Speed	Fueling	ECS Num	GHG	Notes
-	-	-	-	L	hp	rpm	mm3/stroke	lb-ft	rpm	lb/hr	-	-	-
QSB6.7	OB1		I6	6.7	173	2300	82	620	1500	60	1	N/A	
QSB6.7	OB2		I6	6.7	164	2300	79	540	1500	51	1	N/A	
QSB6.7	OB3		I6	6.7	173	2200	84	620	1500	60	1	N/A	
QSB6.7	OB4		I6	6.7	155	2200	77	496	1500	47	1	N/A	
QSB6.7	OB5		I6	6.7	173	2100	85	620	1500	60	1	N/A	
QSB6.7	OB6		I6	6.7	158	2100	81	620	1500	60	1	N/A	
QSB6.7	OB7		I6	6.7	146	2100	75	620	1500	60	1	N/A	
QSB6.7	OB8		I6	6.7	173	2200	85	595	1500	57	1	N/A	
QSB6.7	OB9		I6	6.7	173	2300	83	606	1500	56	1	N/A	
QSB6.7	OB10		I6	6.7	173	2100	86	606	1500	56	1	N/A	
QSB6.7	OB11		I6	6.7	158	2100	99	606	1500	56	1	N/A	
QSB6.7	OB12		I6	6.7	146	2100	100	606	1500	60	1	N/A	