

Pursuant to the authority vested in California Air Resources Board by Health and Safety Code Division 26, Part 5, Chapter 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-14-012;

**IT IS ORDERED AND RESOLVED:** The engine and emission control systems produced by the manufacturer are certified as described below for use in on-road motor vehicles with a manufacturer's GVWR over 14,000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

MODEL YEAR	ENGINE FAMILY	ENGINE SIZES (L)	FUEL TYPE <sup>1</sup>	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS <sup>2</sup>	ECS & SPECIAL FEATURES <sup>3</sup>	DIAGNOSTIC <sup>5</sup>
			Diesel			Diesel	
2019	KFMXH06.7P4A	6.7					
PRIMARY ENGINE'S IDLE EMISSIONS CONTROL <sup>4</sup>		ADDITIONAL IDLE EMISSIONS CONTROL <sup>4</sup>					
30g		N/A					
ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)						
6.7	4V F-Series / KTFETRDM; KTFETRDMZ (330 for all codes) Emergency Vehicle Rating: 4V F-Series / KTFETRDMZ (330)						

<sup>\*</sup> =not applicable; GVWR=gross vehicle weight rating; 13 CCR xyz=Title 13, California Code of Regulations, Section xyz; 40 CFR 86.abc=Title 40, Code of Federal Regulations, Section 86.abc; L=liter; hp=horsepower; kw=kilowatt; hr=hour;

<sup>1</sup> CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a. BF=bi fuel; DF=dual fuel; FF=flexible fuel;

<sup>2</sup> L/M/H HDD=light/medium/heavy heavy-duty diesel; UB=urban bus; HDO=heavy duty Otto;

<sup>3</sup> ECS=emission control system; TWC/OC=three-way/oxidizing catalyst; NAC=NOx adsorption catalyst; SCRC or SCR-U=selective catalytic reduction-urea; RDQS=reductant quality sensor ; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; PTOX=periodic trap oxidizer; HO2S/O2S=heated/oxygen sensor; HAFS/AFS=heated/air-fuel-ratio sensor (a.k.a., universal or linear oxygen sensor); NOXS=nitrogen oxides sensor; TBI=throttle body fuel injection; SFI/MFI=sequential/multi port fuel injection; DGI=direct gasoline injection; GCARB=gaseous carburetor; IDI/DDI=indirect/direct diesel injection; TC/SC=turbo/ super charger; CAC=charge air cooler; EGR / EGRC=exhaust gas recirculation / cooled EGR; PAIR/AIR=pulsed/secondary air injection; SPL=smoke puff limiter; ECM/PCM=engine/powertrain control module; EM=engine modification; 2 (prefix)=parallel; (2) (suffix)=in series;

<sup>4</sup> ESS=engine shutdown system (per 13 CCR 1956.8(a)(6)(A)(1); 30g=30 g/hr NOx (per 13 CCR 1956.8(a)(6)(C); APS =internal combustion auxiliary power system; ALT=alternative method (per 13 CCR 1956.8(a)(6)(D); Exempt=exempted per 13 CCR 1956.8(a)(6)(B) or for CNG/LNG fuel systems; N/A=not applicable (e.g., Otto engines and vehicles);

<sup>5</sup> EMD=engine manufacturer diagnostic system ; OBD(F) / (P) / (\$) =full / partial / partial with fine / on-board diagnostic;

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Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.8; 2) the SET and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-duty diesel engines and vehicles (Test Procedures); and 3) the corresponding certification levels, for this engine family. "Diesel" CO, SET and NTE certification compliance may have been demonstrated by the manufacturer as provided under the applicable Test Procedures in lieu of testing. (For flexible- and dual-fueled engines, the CERT values in brackets [ ] are those when tested on conventional test fuel. For multi-fueled engines, the STD and CERT values for default operation permitted in 13 CCR 1956.8 are in parentheses.). <sup>4</sup>

in g/bhp-hr	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET	FTP	SET
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	*	*
CERT	0.02	0.000	0.15	0.15	*	*	0.5	0.04	0.01	0.002	*	*
NTE	0.21		0.30		*		19.4		0.02			

<sup>4</sup> g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET= supplemental emissions testing; NTE=Not-to-Exceed emission limit; STD=standard or emission test cap; FEL=family emission limit; CERT=certification level; NMHC/HC=non-methane/hydrocarbon; NOx=oxides of nitrogen; CO=carbon monoxide; PM=particulate matter; HCHO=formaldehyde;

**BE IT FURTHER RESOLVED:** The manufacturer has demonstrated compliance with the Greenhouse Gas Emission Standards as specified in Title 13 CCR 1956.8 and the incorporated "California Exhaust Emission Standards and Test Procedures for 2004 and Subsequent Model Heavy Duty Diesel-Engines and Vehicles" (HDDE Test Procedures) adopted Dec. 27, 2002, as last amended Sep. 1, 2017 using the 2014 model year National Heavy-Duty Engine and Vehicle Greenhouse Gas Program as specified in Section 1036.108 of the HDDE Test Procedures. For the listed California-only engine family, the manufacturer has submitted the required greenhouse gas information.

In g/bhp-hr	EPA CERTIFICATE OF CONFORMITY		PRIMARY INTENDED SERVICE CLASS	
	KFMXH06.7P4A-004		VOCATIONAL	
	CO <sub>2</sub>		CH <sub>4</sub>	N <sub>2</sub> O
	FTP	SET		
STD	576	*	0.10	0.10
FCL	575	*	*	*
FEL	592	*	0.10	0.10
CERT	570	*	0.01	0.10

<sup>4</sup> g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure; SET=Supplemental emissions testing; STD = standard or emission test cap; FEL=family emission limit; FCL=family certification level; CERT=certification level; CO<sub>2</sub>=carbon dioxide; CH<sub>4</sub>=methane; N<sub>2</sub>O=nitrous oxide; VOCATIONAL=vocational engine; TRACTOR=tractor engine

**BE IT FURTHER RESOLVED:** Certification to the FEL(s) / FCL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(s) / FCL(s) is the emission level declared by the manufacturer and serves in lieu of an emission standard for certification purposes in any averaging, banking, or trading (ABT) programs. It will be used for determining compliance of any engine in this family and compliance with such ABT programs.

**BE IT FURTHER RESOLVED:** Except in vehicle applications exempted per 13 CCR 1956.8(a)(6)(B), engines in this engine family certified under 13 CCR 1956.8(a)(6)(C) [30 g/hr NOx] and section 35.B.4 of the incorporated "California Exhaust Emissions Standards and Test Procedures for 2004 and Subsequent Model Heavy-Duty Diesel Engines and Vehicles" adopted Dec. 12, 2002, as last amended Sep. 1, 2017, shall be provided with an approved "Certified Clean Idle" label that shall be affixed to the vehicle into which the engine is installed.

**BE IT FURTHER RESOLVED:** That the manufacturer has elected to include engine models in this engine family which are identified for "emergency vehicle use only". These "emergency vehicle use only" engines are exempt from requirements imposed pursuant to California law and the regulations adopted pursuant thereto for motor vehicle pollution control devices per California Vehicle Code Section 27156.2. The manufacturer must clearly label these engines for "emergency vehicle use only" on the engines' emission control label.

**BE IT FURTHER RESOLVED:** For the listed engine models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1971.1 (on-board diagnostic, full or partial compliance), and 13 CCR 2035 et seq. (emission control warranty).

**BE IT FURTHER RESOLVED:** The listed engine models are conditionally certified in accordance with 13 CCR Section 1971.1(k) (deficiency and fines provisions for certification of malfunction and diagnostic system) because the heavy-duty on-board diagnostic system of the listed engine models has been determined to have ten deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of \$350 per engine for the third through tenth deficiencies in the listed engine family that is produced and delivered for sale in California. On a quarterly basis, the manufacturer shall submit to the Air Resources Board reports of the number of engines produced and delivered for sale in California and pay the full fine owed for that quarter pursuant to this conditional certification. Payment shall be made payable to the State Treasurer for deposit in the Air Pollution Control Fund no later than thirty (30) days after the end of each calendar quarter during the 2019 model-year production period. Failure to pay the quarterly fine, in full, in the time provided, may be cause for the Executive Officer to rescind this conditional certification, effective from the start of the quarter in question, in which case all engines covered under this conditional certification for that quarter and all future quarters would be deemed uncertified and subject to a civil penalty of up to \$37,500 per engine pursuant to HSC Section 43154.

**BE IT FURTHER RESOLVED:** Per Ford's request for conditional Executive Order (EO) approval (Ford's Request) dated June 25, 2018, the listed engine models are certified conditionally on Ford's implementation by November 5, 2018 via a running change, to be approved by CARB, for the improvement of the emissions controls described in Ford's Request. Ford shall also implement a service campaign to incorporate the improvements in the CARB-approved running change for engines produced before October 10, 2018. Ford shall report to CARB, by December 10, 2019, the Vehicle Identification Numbers (VINs) of pre-November 10, 2018 vehicles that do not have the improvements provided in the CARB-approved running change. Ford shall also submit a voluntary recall plan for CARB's approval to remedy production engines that do not have the CARB-approved updated calibrations. Failure to submit the required running change together with support information and test data in the allowed time, or failure of the submitted test data or information to demonstrate compliance with the emission standards, HD OBD requirements, or improved performance of the emissions controls described in Ford's Request, shall be cause for the Executive Officer to revoke the conditional EO ab initio. Engines sold or introduced into commerce under the revoked conditional EO shall be deemed uncertified and subject to a civil penalty of up to \$37,500 per violation per engine pursuant to HSC Section 43154.

**BE IT FURTHER RESOLVED:** Pursuant to the Ford 2019 model-year (MY) 6.7L diesel engines request letter (Ford Conditional OBD Request) dated June 25, 2018, CARB conditionally approves the 2019 MY engine family KFMXH06.7P4A with nine deficiencies based on Ford's fulfillment, to the satisfaction of the Executive Officer or his delegate, of all conditions agreed upon in the Ford Conditional OBD Request letter. Failure to fulfill any of the conditions in the Ford Conditional OBD Request letter, failure to respond satisfactorily to any question from CARB, or failure of test data, generated by Ford or by CARB, to demonstrate compliance with HD OBD requirements, shall be cause for CARB to revoke the conditional EO ab initio. Any vehicle offered for sale, introduced into commerce, imported, delivered, purchased, rented, leased, acquired, or received under the conditional EO shall be consequently deemed uncertified



and shall be subject to enforcement actions and penalties under all applicable laws and regulations. Engines certified under this Executive Order must conform to all applicable California emission regulations.

The Bureau of Automotive Repair will be notified by copy of this Executive Order.

Executed at El Monte, California on this 26 day of June 2018.

Annette Hebert, Chief  
Emissions Compliance, Automotive Regulations and Science Division

SUPERSEDED