California Environmental Protection Agency **Air Resources Board**	MITSUBISHI FUSO TRUCK AND BUS CORP.	EXECUTIVE ORDER A-361-0016 New Diesel or Incomplete Medium-Duty Vehicles Using Certified Engines Page 1 of 2

Pursuant to the authority vested in the 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-02-003;

IT IS ORDERED AND RESOLVED: The following diesel or incomplete medium-duty vehicles (MDV) with a manufacturer's GVWR from 8501 to 14000 pounds are certified as described below. Production engines shall be in all material respects the same as those for which certification is granted.

ENGINE DESCRIPTION								
MODEL YEAR	ENGINE FAMILY	ENGINE MANUFACTURER	EMISSION STD CATEGORY[2]	FUEL TYPE [1]	STANDARDS & TEST PROCEDURE	ENGINES SIZES (L)	ECS & SPECIAL FEATURES [3]	EF OBD
	DFPXH03.0F1A							
2013	EXECUTIVE ORDER	FPT Industrial S.p.A.		Diesel				
	A-396-0005		ULEV		Diesel	3.0	DDI, ECM, EGR, OC, TC (2), CAC, PTOX, SCR-U, AMOX	OBD($)

Gasoline, LPG, or Alcohol Vehicles Only			VEHICLE DESCRIPTION					
EVAPORATIVE FAMILY	EVAPORATIVE UL (K)	FUEL TANK CAPACITY (gallons)	VEHICLE MODEL YEAR	VEHICLE MAKE & MODELS	VEH. OBD	ENGINE (L)	ENGINE MODELS / CODES (rated power, in hp)	ENG. OBD
*	*	*	2013	Fuso Canter FEC52CL3SUHD, FEC52EL3SUHD, FEC52GL3SUHD, FEC52HL3SUHD	OBD($)	3.0	F1C/4P10 (161)	OBD($)

Following are: 1) the FTP exhaust emission standards, or family emission limit(s) as applicable, under 13 CCR 1956.1 (urban bus) or 13 CCR 1956.8 (other than urban bus); 2) the EURO 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, in g/bhp-hr, for this engine family. "Diesel" CO, EURO 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 1956.1 or 13 CCR 1956.8 are in parentheses.) [4]

	NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
STD	0.14	0.14	0.20	0.20	*	*	15.5	15.5	0.01	0.01	0.050	0.050
FEL	*	*	*	*	*	*	*	*	*	*	*	*
CERT	0.00	0.00	0.14	0.09	*	*	0.0	0.0	0.002	0.001	0.001	0.000
NTE	0.21		0.30		*		19.4		0.02		0.075	

[4] **g/bhp-hr**=grams per brake horsepower-hour; **FTP**=Federal Test Procedure; **EURO**=Euro III European Steady-State Cycle; **NTE**=Not-to-Exceed; **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: Certification to the FEL(s) listed above, as applicable, is subject to the following terms, limitations and conditions. The FEL(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: The listed engine models have been certified to the optional emission standards and test procedures in 13 CCR 1956.8 applicable to diesel or incomplete MDV with a 8501-14000 pound GVWR and shall be subject to 13 CCR 2139(c) (in-use testing of engines certified for use in diesel or incomplete MDV with a 8501-14000 pound GVWR).

BE IT FURTHER RESOLVED: The listed engine models are conditionally certified in accordance with 13CCR Section 1968.2(k), (deficiency and fines provision for certification of malfunction and diagnostic system), because the on-board diagnostics system of the listed engine models has been determined to have three deficiencies. The listed engine models are approved subject to the manufacturer paying a fine of $25 per engine for the third deficiency 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 2012 model-year production period. Failure to pay the quarterly fine, in full, in 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 future quarters would be deemed uncertified and subject to a civil penalty up to $5000 per engine pursuant to HSC Section 43154.

BE IT FURTHER RESOLVED: For the listed vehicle models the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR 1965 (emission control labels), 13 CCR 1968.2 (on-board diagnostic, full or partial compliance), 13 CCR 1976(b)(1)(B)-(C) or 13 CCR 1976(b)(1)(F) {evaporative emission standards}, 13 CCR 2035 et seq. (emission control warranty), and 13 CCR 2235 [fill pipes and openings of motor vehicle fuel tanks]. (The braces **{ }** are for gasoline, LPG or alcohol fueled vehicles only. The brackets **[ ]** are for gasoline or alcohol fueled vehicles only.)

Vehicles 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.

This Executive Order hereby cancels and replaces Executive Order A-361-0015 dated March 29, 2013.

Executed at El Monte, California on this 10TH day of April 2013.

FOR **Annette Hebert, Chief**
Mobile Source Operations Division