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 hybrid engine produced by Cummins Inc. (Cummins) and the hybrid system produced by BAE Systems Controls, Inc. (BAE) are certified as described below for use in on-road motor vehicles with a manufacturer's GVWR over 14,000 pounds. The production hybrid engine and the production hybrid system shall be identical in all material respects as those for which certification is granted.

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 engines and vehicles (Test Procedures); and 3) the corresponding certification levels, in g/bhp-hr, for this Cummins' and BAE's hybrid engine(s) and hybrid system(s) respectively as those for which certification is granted.

BE IT FURTHER RESOLVED: The engine 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" (HDDG Test Procedures) adopted December 12, 2002, as last amended December 19, 2018 using the 2014 model year National Heavy-Duty Engine and Vehicle Greenhouse Gas Program as specified in Section 1036.108 of the HDDG Test Procedures. The manufacturer has submitted the required information and therefore has met the criteria necessary to receive a California Executive Order based on the Environmental Protection Agency's Certificate of Conformity for the above listed engine family.
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: For the listed engine models Cummins 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) with the exception of monitoring of the hybrid system under 13 CCR 1971.1(g) (Monitoring Requirements For All Engines), and 13 CCR 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: For the listed hybrid system BAE has submitted the materials to demonstrate certification compliance with 13 CCR 1971.1 (on-board diagnostic, full or partial compliance) except 13 CCR 1971.1(e) Monitoring Requirements for Diesel/Compression-Ignition Engines, (f) Monitoring Requirements for Gasoline/Spark-Ignited Engines, and (i) Monitoring System Demonstration Requirements for Certification.

BE IT FURTHER RESOLVED: For the listed hybrid system BAE has submitted the materials to demonstrate certification compliance with 13 CCR 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: The listed Cummins’ hybrid engine models and BAE’s hybrid system models are conditionally certified in accordance with 13 CCR Section 1971.1(k) (deficiency and fines provisions for certification of the heavy-duty on-board diagnostic (HD OBD) system) because the HD OBD system of the listed hybrid engine and hybrid system models have been determined to have deficiencies. The listed hybrid engine models are approved with ten deficiencies and are subject to Cummins paying a fine for the third through tenth deficiencies in the listed engine family that is produced and delivered for sale in California. The listed hybrid system models are approved with five deficiencies and are subject to the BAE paying a fine for the first through fifth deficiencies in the hybrid system model listed in this Executive Order that is produced and delivered for sale in California. The listed hybrid engine and hybrid system models are approved subject to Cummins and/or BAE paying a fine of $475 per combined hybrid engine and system that is produced and delivered for sale in California under this Executive Order. On a quarterly basis, Cummins and BAE shall submit to California Air Resources Board reports of the number of engines and hybrid systems 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 and hybrid systems 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 $5000 per engine pursuant to HSC Section 43154.

BE IT FURTHER RESOLVED: Per Cummins’ request for conditional Executive Order (EO) approval (Cummins’ Request) dated December 17, 2018, the listed engine models are certified conditionally on Cummins’ completing the agreed upon testing and submittal of a test report. Cummins agrees to cooperate with CARB on any potential remedies identified through the agreed upon 2019 MY engine testing including, if necessary, the need for a service campaign for in use vehicles, and running changes to engines still in production. If a service campaign (voluntary recall) is needed, a year after the implementation of the service campaign, Cummins shall report to CARB the Vehicle Identification Numbers (VINS) of these vehicles that do not have the improvements provided in the CARB-approved running change. Cummins understands that failure to submit the test data in the allowed time, or failure of the submitted test data or information to demonstrate compliance with the emission standards, or Heavy Duty On-Board Diagnostics (HD OBD) requirements, 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 vehicle pursuant to HSC Section 43154.

BE IT FURTHER RESOLVED: The BAE hybrid system models listed on this Executive Order may only be used with Cummins’ hybrid engine models listed on this Executive Order whose on-board diagnostic system have been approved as compatible.
BE IT FURTHER RESOLVED: Sales of the Cummins hybrid engine and BAE hybrid system models using any identification other than that listed, selling the hybrid engine or hybrid system models for an application not listed in this Executive Order, or selling any components of the hybrid engine and hybrid system models as an individual system separately shall be prohibited unless prior approval is obtained by California Air Resources Board.

BE IT FURTHER RESOLVED: Hybrid Engines certified under this Executive Order shall conform to all applicable California emission regulations.

Hybrid systems certified under this Executive Order shall conform to applicable provisions of 13 CCR 1971.1 (on-board diagnostic system, full or partial compliance), 13 CCR 2035 et seq. (emission control warranty), and 13 CCR 2141, 2142, 2144-2146 (emissions warranty information report and field information report).

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

Executed at El Monte, California on this __28__ day of May 2019.

Allen Lyons, Chief
Emissions Compliance, Automotive Regulations and Science Division