California	Environmental	Protection	Agency	
------------	---------------	------------	--------	--

EXECUTIVE ORDER A-400-0007

Pursuant to the authority vested in the Air Resources Board by Health and Safety Code (HSC), Div. 26, Part 5, Chap. 2; and pursuant to the authority vested in the undersigned by HSC Sections 39515 & 39516 and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED:

That the following exhaust and evaporative emission control systems produced by the manufacturer are certified as described below. Production vehicles shall be in all material respects the same as those for which certification is granted.

MODEL TEST GROUP		VEHICLE TYPE	EXHAUST EMISSION STANDARD CATEGORY	USEFUL L	FE (miles)	FUEL TYPE		
2013 DLDRT05.4A11	MDV: 8501-10000# GVW	USEPA Bin 6 Counted as	EXH / ORVR	EVAP				
	WDV. 0301-10000# 0444	ARB LEV2 SULEV	120K *		Compressed Hatara Ca			
No.	ECS & S	SPECIAL FEATURES	New M	EVAPORATIVE FAMILY (EVAF)				
1 2TWC, 2AFS,2HO2S, SFI, OBD(P)		DLDRR000		5.4				
• •			+	•				

See the Attachment for Vehicle Models, Evaporative Family, Engine Displacement, Emission Control Systems, Phase-In Standards, OBD Compliance, Emission Standards and Certification Levels, and Abbreviations.

BE IT FURTHER RESOLVED:

That the exhaust and the evaporative emission standards and the certification emission levels for the listed vehicles are as listed on the Attachment. Compliance with the 50[°] Fahrenheit testing requirement may have been met based on the manufacturer's submitted compliance plan in lieu of testing. Any debit in the manufacturer's "NMOG Fleet Average" (PC or LDT) or "Vehicle Equivalent Credit" (MDV) compliance plan shall be equalized as required.

BE IT FURTHER RESOLVED:

That for the listed vehicle models, the manufacturer has attested to compliance with Title 13, California Code of Regulations, (13 CCR) Sections 1965 [emission control labels], 1968.2 [on-board diagnostic, full or partial compliance], 2035 et seq. [emission control warranty], 2235 [fuel tank fill pipes and openings] (gasoline and alcohol fueled vehicles only), and "High-Altitude Requirements" and "Inspection and Maintenance Emission Standards" (California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model PC, LDT and MDV).

BE IT FURTHER RESOLVED:

The test group listed in this Executive Order is certified conditionally on the manufacturer providing data to demonstrate compliance with California's greenhouse gas fleet average emission standard (CA GHG Standard) specified in Title 13, California Code of Regulations, (13 CCR) Section 1961.1 and the incorporated California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, amended March 29, 2010 (CA Test Procedures). The manufacturer has elected, under 13 CCR Section 1961.1(a)(1)(A)(ii) and under Section E.2.5.1(ii) of the CA Test Procedures, to demonstrate compliance with the CA GHG Standard by demonstrating compliance with the National greenhouse gas program (National GHG Program). Therefore, the test group listed in this Executive Order is certified conditionally further on the manufacturer complying with the requirements specified in said provisions in 13 CCR, and Sections E.2.5.1(ii) and H.4.5(b) and H.4.5(c) of the CA Test Procedures (among other things, concerning data and information submission, timing, and format as specified by the Executive Officer). Failure to comply with the certification requirements to demonstrate compliance with CA GHG Standard by demonstrating compliance with the National GHG Program under said provisions in 13 CCR and CA Test Procedures may be cause for the Executive Officer to revoke the Executive Order. Vehicles in the revoked Executive Order shall be deemed uncertified and subject to penalties authorized under California law. Notwithstanding the requirement herein, a manufacturer that becomes, after MY2009, a large-volume manufacturer, as defined in 13 CCR Section 1900, is not required to comply with the CA GHG Standard until the beginning of the fourth model-year from becoming a large-volume manufacturer. Additionally, notwithstanding the requirement herein, a small-volume manufacturer, independent low-volume manufacturer, or intermediate volume-manufacturer, as defined in 13 CCR Section 1900, is not required to comply with CA GHG Standard during model-years (MY) 2012 through 2015.

BE IT FURTHER RESOLVED:

The listed vehicle models are federally certified, and are certified under the provisions of 13 CCR Section 1961(a)(14) and the incorporated test procedures.

Vehicles certified under this Executive Order shall 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 _25 day of March 2013.

rener Annette Hebert, Chief Mebile Source Operations Division

California Environmental Protection Agency

O Air Resources Board

LANDI RENZO USA

E150 VAN CNG

LANDI RENZO USA

EXECUTIVE ORDER A-400-0007

New Passenger Cars, Light-Duty Trucks and Medium-Duty Vehicles Page 2 of 2

*

Partial

ATTACHMENT

EXHAUST AND EVAPORATIVE EMISSION STANDARDS AND CERTIFICATION LEVELS

(For bi-, dual- or flexible-fueled vehicles, the STD and CERT in parentheses are those applicable to testing on gasoline test fuel.)

NMOG AVERAG			@ RAF=*	NMOG or	NMHC hot-soak; RL [g/mi]=running loss; ORVR [g/gallon dispensed]=on-board refueling vapor recovery; g=gram; mg=milligram mi=mile; K=1000 miles; F=degrees Fahrenheit; SFTP=supplemental federal test procedure												
CERT	STD	NMOG	NMHC	STD [g/mi]													
*		CERT [g/mi]	CERT [g/mī]			[g/mi]		x [g/mi]		CHO [mg		PM [g/		Hwy NO			
State States & States	0.001		(g/m)	0.075	CERT	STD	CERT		CEF		STD	CERT	STD 0.01	CERT	STI		
1	@ 50K	0.038		0.075	1.7	3.4	0.06	0.08	2.		15.	*		*			
1916 22	@UL	0.056	*	0.090	2.1	4.2	0.08	0.10	2.3	3	18.		0.01				
@	50°F & 4K	*	*	-	-		1				-						
CO [g/mī]		100		and the state of t		NMHC+NC (compo				NMHC+ [g/mi] [L	IC+NOx] [US06]		[g/mi] \$06]	NMHC+NOx [g/mi] [SC03]			CO [g/mi] [SC03]
@ 20°F	& 50K		X 4 - 7	CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STD	CERT	STI		
ERT	*	SFTP	@* miles	*	*	*	*	*	*	*	*	*	*	*	*		
STD	*	SFTP	@* miles	*	• *	*	*	*	*		*	*	*	*	*		
Evar	orative Fam	ily		urnal + Hot s/test) @ U		2-Days Diu (gram	urnal + Ho s/test) @			unning L ms/mile)				Refueling rams/gallo			
			CERT ST		D	CERT S		TD	CERT		STD		CERT		STD		
DLI	DRR0000A1	1	*			*		*	*			* *		*			
	*		*			*		*	*		*		*		*		
	*		*			*		*	*		*		*		*		
0000#GV	WR; MDV5	#GVWR,3 =MDV 100 LEV=low	751-5750#A 01-14000#C emission ve	LVW; LDT SVWR; EC hicle; ULE	4=LDT 6 S= emissi V=ultra LI	001-8500# ion control	GVWR,5 system; S V=super L	751-8500# STD= stan JLEV; TW(ALVW; dard; CE C/OC=3-	MDV=m RT= ce way/oxid	edium-d rtification dizing ca	luty vehicle; n; LVW=loa atalyst; ADS	MDV4=N ded vehic TWC=ad	cle weight; sorbing TV	NC;		
0000#GV LVW=adj VU=warm TOX/PTC uality sen equential/ iagnostic:	WR; MDV5 justed LVW; -up catalyst; DX= continue sor; EGR=e / multiport fu DOR=direc	#GVWR,3 =MDV 100 LEV=low NAC=NO: ous/periodi xhaust gas el injection ct ozone re	751-5750#A 01-14000#G emission ve x adsorption ic trap oxidiz recirculation; DFI=direct ducing: HC	ALVW; LDT WWR; EC: Anicle; ULE a catalyst; S zer; HO2S/ m; EGRC= t fuel injecti T=Hvdroca	4=LDT 60 S= emissi V=ultra LL CR-U/SC O2S=hea EGR cool ion; TC/S rbon Trac	001-8500# ion control EV; SULE R-N= sele ted/oxyger er; AIR/AI iC= turbo/s : BCAN=t	GVWR,5 system; s V=super L ective cata n sensor; RE=secon super cha	751-8500# STD= stand JLEV; TWO AfS=(heat ndary air in rger; CAC oon caniste	ALVW; dard; CE C/OC=3- tion-ure ted) air-f jection (=charge r: prefix	MDV=m ERT= ce way/oxid a/ammo uel ratio belt driv air coole 2=parall	edium-d rtification dizing ca nia; NH3 sensor; en)/(elec er; OBD	luty vehicle; n; LVW=loa atalyst; ADS 30C=ammo NOXS= N ctric driven): (F)/(P)(B)=	MDV4=N ded vehic TWC=ad onia oxida Ox senso ; PAIR=p full/partia	ADV 8501- cle weight; sorbing TV tion cataly r; RDQS= ulsed AIR; i/both on-t	NC; st; reducta SFI/M		
0000#GV ALVW=adj VU=warm CTOX/PTC juality sen sequential/ liagnostic:	WR; MDV5 justed LVW; -up catalyst; DX= continue sor; EGR=e / multiport fu	#GVWR,3 =MDV 100 LEV=low NAC=NO: ous/periodi xhaust gas el injection ct ozone re	751-5750#A 01-14000#G emission ve x adsorption ic trap oxidiz s recirculatio ; DFI=direct ducing; HC ; LPG=lique	ALVW; LDT WWR; EC: Anicle; ULE a catalyst; S zer; HO2S/ m; EGRC= t fuel injecti T=Hvdroca	4=LDT 6 S= emissi V=ultra LI CCR-U/SC O2S=hea EGR cool ion; TC/S rbon Trap eum gas;	001-8500# ion control EV; SULEY CR-N= sele ted/oxyger er; AIR/AI iC= turbo/s ; BCAN=t E85="85"	GVWR,5 system; S V=super L ective cata n sensor; A RE=secon super cha beleed carb %" Ethance	751-8500# STD= stand JLEV; TWO alytic reduct AFS=(heat ndary air in rger; CAC: bon caniste bl ("15%"ga	ALVW; dard; CE C/OC=3- tion-ure ted) air-f jection (=charge r; prefix asoline) LS IN	MDV=m RT= ce way/oxid a/ammo uel ratio belt driv air coold 2=parall Fuel; FORM	edium-d rtification dizing ca nia; NH3 sensor; en)/(elec er; OBD el; (2) si	luty vehicle; h; LVW=loa talyst; ADS 30C=ammo NOXS= N ctric driven) (F)/(P)(B)= uffix=series	MDV4=N ded vehic TWC=ad onia oxida Ox senso ; PAIR=p full/partia	ADV 8501- cle weight; sorbing TV tion cataly r; RDQS= ulsed AIR; i/both on-t	NC; st; reducta SFI/M		
0000#GV LVW=adj VU=warm CTOX/PTC uality sen equential/ iagnostic; ompresse	WR; MDV5 justed LVW; -up catalyst; DX= continue sor; EGR=e / multiport fu DOR=direc	#GVWR,3 =MDV 100 LEV=low NAC=NO: ous/periodi xhaust gas el injection ct ozone re	751-5750#A 01-14000#G emission ve x adsorption ic trap oxidiz s recirculatio ; DFI=direct ducing; HC ; LPG=lique	LVW; LDT SVWR; EC: hicle; ULE a catalyst; S zer; HO2S/ m; EGRC= t fuel inject T=Hydroca efied petrol	4=LDT 6 S= emissi V=ultra LI CCR-U/SC O2S=hea EGR cool ion; TC/S rbon Trap eum gas;	001-8500# on control EV; SULEY CR-N= selec ted/oxyger er; AIR/AI C= turbo/s ; BCAN=t E85="85" AR: VE	GVWR,5 system; S V=super L ective cata n sensor; A RE=secon super cha beleed carb %" Ethance	751-8500# STD= stand JLEV; TWO alytic reduct AFS=(heat ndary air in rger; CAC: bon caniste bl ("15%"ga	ALVW; dard; CE C/OC=3- tion-ure ted) air-f jection (=charge =charge =charge =charge tr, prefix asoline)	MDV=m RT= ce way/oxid a/ammo fuel ratio belt driv- air coold 2=parall Fuel;	edium-d rtification dizing ca nia; NH3 sensor; en)/(elec er; OBD el; (2) su IATIO	luty vehicle; h; LVW=loa talyst; ADS 30C=ammo NOXS= N ctric driven) (F)/(P)(B)= uffix=series	MDV4=N ded vehic TWC=ad onia oxida Ox senso ; PAIR=p full/partia	ADV 8501- cle weight; sorbing TV tion cataly r; RDQS= ulsed AIR; h/both on-t NG= CIAL	NC; st; reducta SFI/MI		
0000#GV LVW=adj VU=warm TOX/PTC uality sen equential iagnostic; ompresse	WR; MDV5 justed LVW; -up catalyst; DX= continu sor; EGR=e / multiport fu ; DOR=direc ed/liquefied r	#GVWR,3 =MDV 100 LEV=low MAC=NO: bus/periodi xhaust gas el injection ct ozone re natural gas	751-5750#A 01-14000#G emission ve x adsorption ic trap oxidia s recirculatio ; DFI=direc iducing; HC ; LPG=lique 201	LVW; LDT SVWR; EC: hicle; ULE catalyst; S zer; HO2S/ m; EGRC= t fuel inject T=Hydroca efied petrol 13 MOD	4=LDT 6 S= emissi V=ultra LI CCR-U/SC O2S=hea EGR cool ion; TC/S rbon Trap eum gas;	001-8500# on control EV; SULE' R-N= sele ted/oxyger er; AIR/AI C= turbo'; BCAN=t E85="85" AR: VE	GVWR,5 system; S V=super L ective cata RE=seco super cha bleed carb %" Ethance EHICLE	751-8500# STD= stam. JLEV; TWU AFS=(heat ndary air in rger; CAC: oon caniste oon caniste oon (*15%"ga	ALVW; dard; CE C/OC=3- tion-ure- ted) air-f jection (=charge r; prefix asoline) LS IN	MDV=m RT= ce way/oxia a/ammo belt driv air coold 2=parall Fuel; FORM	edium-d trification dizing ca nia; NH3 sensor; en)/(elec er; OBD el; (2) su IATIO	luty vehicle; n; LVW=loa atalyst; ADS 30C=ammo NOXS= N ctric driven) (F)/(P)(B)= uffix=series N HICLE	MDV4=N ded vehic TWC=ad onia oxida Ox senso ; PAIR=p full/partia ; CNG/LI	ADV 8501- cle weight; sorbing TV ition cataly r; RDQS= ulsed AIR; l/both on-t NG=	WC; st; reducta SFI/MI board		
0000#GV LVW=adj /U=warm: TOX/PTC uality sen equential/ iagnostic; ompresse MA	WR; MDV5 justed LVW; -up catalyst; DX= continu sor; EGR=e / multiport fu DOR=direc ed/liquefied r	#GVWR,3 =MDV 100 LEV=low MAC=NO: bus/periodi xhaust gas el injection et ozone re natural gas	751-5750#A 01-14000#G emission ve x adsorption ic trap oxidiz recirculatio c, DFI=direci ducing; HC LPG=liqu 201	LVW; LDT SVWR; EC: hicle; ULE o catalyst; S zer; HO2S/ m; EGRC= t fuel inject T=Hydroca efied petrol 13 MOD EL	4=LDT 6 S= emissi V=ultra LI CCR-U/SC O2S=hea EGR cool ion; TC/S rbon Trap eum gas;	001-8500# on control EV; SULEY R-N= sele ted/oxyger er; AIR/AI C= turbo/s ; BCAN=t E85="85" AR: VE EVAPC FAI	GVWR,5 system; S V=super L ective cata n sensor; A RE=secol super cha bleed carb %" Ethanc EHICLE	751-8500# STD= stam. JLEV; TWG AFS=(heat ndary air in rger; CAC: on caniste of ("15%"ga MODE ECS NO.	ALVW; dard; CE C/OC=3- tion-ure ted) air-f jection (=charge r; prefix asoline) LS IN	MDV=m RT= ce way/oxid a/ammo belt driv air coold 2=parall Fuel; FORM GINE SIZE (L)	edium-d trification dizing ca nia; NH3 sensor; en)/(elec er; OBD el; (2) si IATIO	Iuty vehicle; n; LVW=loa atalyst; ADS SOC=ammo NOXS= No ctric driven) (F)/(P)(B)= uffix=series N HICLE YPE	MDV4=h ded vehic TWC=ad nia oxida Ox senso PAIR=p full/partia CNG/LI	ADV 8501- le weight; sorbing TV ition cataly r; RDQS= ulsed AIR; I/both on-t NG= CIAL URES	WC; st; reducta SFI/M board		
0000#GV LVW=adj /U=warm: TTOX/PTC uality sen equential/ iagnostic; ompresse MA ANDI RE ANDI RE	WR; MDV5 justed LVW; -up catalyst; Sor; EGR=e / multiport fu ; DOR=direc ed/liquefied r	#GVWR,3 =MDV 100 LEV=low MAC=NO: bus/periodi xhaust gas el injection et ozone re natural gas	751-5750#A 01-14000#G emission ve x adsorption ic trap oxidiz recirculatic ; DFI=direci ducing; HC ; LPG=lique 201 MOD	LVW; LDT SVWR; EC: hicle; ULE to catalyst; S zer; HO2S/ m; EGRC= t fuel inject T=Hydroca efied petrol I3 MOD EL WAY CNG ON CNG	4=LDT 6 S= emissi V=ultra LI CCR-U/SC O2S=hea EGR cool ion; TC/S rbon Trap eum gas;	001-8500# on control EV; SULE R-N= sele ted/oxyger er; AIR/AI CC= turbo/s ; BCAN=t E85="85" AR: VE EVAPC FAI DLDRR	GVWR,5 system; S V=super L ective cata n sensor; n RE=secon super cha bleed carb %" Ethance EHICLE DRATIVE MILY	751-8500# STD= stam. JLEV; TWG AFS=(heal ndary air in rger; CAC: oon caniste ool ("15%"ga MODE ECS NO.	ALVW; dard; CE C/OC=3- tion-ure (ed) air-f jection (=charge (; prefix asoline) LS IN	MDV=m RT= ce way/oxid a/armoo uel ratio belt driv air coold 2=parall Fuel; FORN GINE SIZE (L) 5.4	edium-d rtification dizing ca nia; NH3 sensor; en)/(elec er; OBD el; (2) su IATIO VEI T M M	luty vehicle; n; LVW=loa atalyst; ADS SOC=ammo NOXS= N ctric driven) (F)/(P)(B)= uffix=series N HICLE YPE DV4	MDV4=N ded vehic TWC=ad nia oxida Ox senso ; PAIR=p full/partia ; CNG/LI SPE(FEAT)	ADV 8501- cle weight; sorbing TV tion cataly r; RDQS= ulsed AIR; il/both on-ING=	NC; st; reducta SFI/M board OBD Parti		
0000#GV LVW=adj VU=warm TrOX/PTC uality sen equential/ iagnostic; ompresse MA ANDI RE ANDI RE ANDI RE	WR; MDV5 justed LVW; -up catalyst; DX= continu; DX= continu; DOR=direa d/liquefied r KE	#GVWR,3 =MDV 100 LEV=low MAC=NO: bus/periodi xhaust gas el injection et ozone re natural gas	751-5750#A 01-14000#G emission ve x adsorption ic trap oxidia s recirculatic ; DFI=direc ducing; HC ; LPG=lique 201 MOD 5350 CUTAN E350 WAG	LVW; LDT AVWR; EC: hicle; ULE icatalyst; S zer; HO2S/ m; EGRC= t fuel inject T=Hydroca efied petrol I3 MOD EL WAY CNG ON CNG N CNG	4=LDT 6 S= emissi V=ultra LI CCR-U/SC O2S=hea EGR cool ion; TC/S rbon Trap eum gas;	001-8500# on control EV; SULEY R-N= sele ted/oxyger er; AIR/AI C= turboy; BCAN=t E85="85" AR: VE EVAPC FAI DLDRR DLDRR	GVWR,5 system; S V=super L ective cata n sensor; . RE=secor super cha bleed carb %" Ethanc EHICLE DRATIVE MILY 20000A11	751-8500# STD= stam. JLEV; TWG AFS=(heat ndary air in rger; CAC: bl ("15%"ga MODE ECS NO. 1 1	ALVW; dard; CE C/OC=3- tion-ure ted) air-f jection (=charge r; prefix asoline) LS IN	MDV=m RT= ce way/oxid a/armoo uel ratio belt driv air coold 2=parall Fuel; FORN IGINE SIZE (L) 5.4 5.4	edium-d trification dizing ca nia; NH3 sensor; en)/(elec er; OBD el; (2) su IATIO VEL T M M	luty vehicle; n; LVW=loa italyst; ADS 30C=ammo NOXS= N: tric driven) (F)/(P)(B)= uffix=series N HICLE YPE DV4 DV4	MDV4=h ded vehict TWC=ad nia oxida Ox senso PAIR=p full/partia CNG/LI	ADV 8501- cle weight; sorbing TV, sorbing	NC; st; reducta SFI/M board OBD Parti Parti		

DLDRR0000A11

1

5.4

MDV4