EXECUTIVE ORDER U-R-025-0569 New Off-Road Compression-Ignition Engines

Pursuant to the authority vested in the Air Resources Board by Sections 43013, 43018, 43101, 43102, 43104 and 43105 of the Health and Safety Code; and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-02-003:

IT IS ORDERED AND RESOLVED: That the following compression-ignition engines and emission control systems produced by the manufacturer are certified as described below 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	DISPLACEMENT (liters)	FUEL TYPE	USEFUL LIFE (hours)						
2013	DKBXL01.5BPD	1.498	Diesel	5000						
,	FEATURES & EMISSION		TYPICAL EQUIPMENT APPLICATION							
Indirect Cor	t Diesel Injection, Turboo trol Module, Diesel Oxid Periodic Trap Oxid	lation Catalyst,	Tractor, Pump, Compressor, and Other Industrial Equipment							

The engine models and codes are attached.

The following are the exhaust certification standards (STD) and certification levels (CERT) for non-methane hydrocarbon (NMHC), oxides of nitrogen (NOx), or non-methane hydrocarbon plus oxides of nitrogen (NMHC+NOx), carbon monoxide (CO), and particulate matter (PM) in grams per kilowatt-hour (g/kw-hr), and the opacity-of-smoke certification standards and certification levels in percent (%) during acceleration (Accel), lugging (Lug), and the peak value from either mode (Peak) for this engine family (Title 13, California Code of Regulations, (13 CCR) Section 2423):

RATED	EMISSION			l	EXHAUST (g/kw-l	OPACITY (%)					
POWER CLASS	STANDARD CATEGORY		NMHC	NOx	NMHC+NOx	co	РМ	ACCEL	LUG	PEAK	
19 <u><</u> kW < 37	Tier 4 Final	STD	N/A	N/A	4.7	5.5	0.03	N/A	N/A	N/A	
		CERT	-		3.3	0.2	0.01				

BE IT FURTHER RESOLVED: That for the listed engine models, the manufacturer has submitted the information and materials to demonstrate certification compliance with 13 CCR Section 2424 (emission control labels), and 13 CCR Sections 2425 and 2426 (emission control system warranty).

Engines certified under this Executive Order must conform to all applicable California emission regulations.

This Executive Order is only granted to the engine family and model-year listed above. Engines in this family that are produced for any other model-year are not covered by this Executive Order.

Executed at El Monte, California on this

day of September 2012.

Annette Hebert, Chief

Mobile Source Operations Division

Engine Model Summary Form

Manufacturer: KUBOTA Corporation

Engine category: Nonroad CI
EPA Engine Family: DKBXL01.5BPD

EPA Engine Family: DKBXL01

Mfr Family Name: N/A

Process Code: New Submission

Attachment

EO# U-R-025-0569

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8.Fuel Rate: 9.Emission Control (lbs/hr)@peak torque Device Per SAE J1930	EM,ECM,PTOX	EM, ECM, PTOX	EM.ECM.PTOX	EM ECM PTOX											· · · · · · · · · · · · · · · · · · ·											
8.Fuel Rate: (lbs/hr)@peak torque	13.4	13.4	12.7	9.5						The state of the s					A MANAGEMENT TO A STATE OF	The state of the s						The state of the s	V. C.A.			
7.Fuel Rate: mm/stroke@peak torque	30.0	30.0	30.0	26.5																		The second secon				
6. Torque @ RPM (SEA Gross)	87.5@2000	87.5@2000	87.5@1900	77.7@1600				A COLUMN TO THE REAL PROPERTY OF THE PROPERTY														The same of the sa				and the second s
5.Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	19.7	18.4	15.7	13.2				The state of the s		The state of the s		The second secon				A								Transfer and the second		
4.Fuel Rate: mm/stroke @ peak HP (for diesel only)	29.4	29.4	28.1	23.6								AND THE PROPERTY AND TH								- Constitution						
3.BHP@RPM (SAE Gross)	44.3@3000	41.3@2800	36.9@2500	30.8@2500		The state of the s									The state of the s											
2.Engine Model	V1505-T-EF	V1505-T-EF	V1505-T-EF	V1505-T-EF			1000年の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の日本の														A section of the sect		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	The state of the s		
1.Engine Code	V1505-T-EF01	V1505-T-EF02	V1505-T-EF03	V1505-T-EF04					4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5 4 5													The state of the s		· · · · · · · · · · · · · · · · · · ·		