



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

Pursuant to the December 15, 1998 Settlement Agreement (SA) between ARB and the manufacturer, and any modifications thereof to the Settlement Agreement;

IT IS ORDERED AND RESOLVED: That 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 SIZE (liter)	FUEL TYPE (CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas)	STANDARDS & TEST PROCEDURE	INTENDED SERVICE CLASS (L/M/H HDO=light/medium/heavy heavy-duty [HD] diesel; UB=urban bus; HDO=HD Otto)
2003	3DDXH14.0ELY	14.0	Diesel	Diesel	HHDD
SPECIAL FEATURES & EMISSION CONTROL SYSTEMS		ENGINE MODELS / CODES (rated power in horsepower, hp)			
DDI, EGR, TC, CAC, PCM		See Attachment for Engine Models and Engine Codes			
<small>GVWR=gross vehicle weight rating TWC/OC=three-way/oxidizing catalyst WU (prefix)=warm-up cat. O2S=oxygen sensor HO2S=heated O2S TBI=throttle body fuel injection MPI=multi port fuel injection SFI=sequentialIMFI DD/IDI=direct /indirect diesel injection TC/SC=turbo/super charger CAC=charge air cooler EGR=exhaust gas recirculation AIR=secondary air injection PAIR=pulsed AIR SPL=smoke puff limiter ECM/PCM=engine /powertrain control module EM=engine modification 2 (prefix)=parallel 2 (suffix)=in series HC=hydrocarbon NMHC=non-methane HC NOx=oxides of nitrogen CO=carbon monoxide PM=particulate matter HCHO=formaldehyde g/bhp-hr=grams per brake horsepower-hour</small>					

The following are the exhaust emission standards (STD), or family emission limit(s) (FEL) as applicable, and certification levels (CERT), in g/bhp-hr, for this engine family under the "Federal Test Procedure" (FTP) (Title 13, California Code of Regulations, (13 CCR) Section 1956.1 (urban bus) or 1956.8 (other than urban bus)), and under the "Euro III Test Procedure" (EURO) in the Settlement Agreement, including EURO's "Not-to-Exceed" standard(s). "Diesel" CO certification compliance may have been demonstrated pursuant to Code of Federal Regulations, Title 40, Part 86, Subpart A, Section 86.091-23(c)(2)(i) 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 Section 1956.1 or 1956.8 are in parentheses.)

* = not applicable	EURO'S NOT-TO-EXCEED STD		NMHC: 0.625		NOx: *		NMHC+NOx: 3.125		PM: 0.1250					
	HC		NMHC		NOx		NMHC+NOx		CO		PM		HCHO	
	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO	FTP	EURO
(DIRECT) STD	*	*	0.5	0.5	*	*	2.5	2.5	15.5	15.5	0.10	0.10	*	*
AVERAGE STD	*	*	*	*	*	*	*	*	*	*	*	*	*	*
FEL	*	*	*	*	*	*	*	*	*	*	*	*	*	*
CERT	*	*	0.1	0.03	*	*	2.4	2.3	0.5	0.3	0.10	0.05	*	*

BE IT FURTHER RESOLVED: That 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: That for the listed engine models, the manufacturer has submitted the materials to demonstrate certification compliance with 13 CCR Sections 1965 (emission control labels), and 2035 et seq. (emission control warranty).

BE IT FURTHER RESOLVED: That the listed engine models are conditionally certified subject to the following conditions: (1) The SA is in effect; (2) The manufacturer is in compliance with all applicable California emission regulations, and all SA's applicable requirements and any modifications thereof; (3) This EO is void with respect to any engine within this family determined to have a defeat device as that term is defined in the test procedures and SA. Any engine produced under the voided EO remains subject to stipulated penalties applicable to defeat devices under the SA. Such penalties would begin to accrue upon manufacture of the first engine under this EO; (4) This EO expires at midnight on December 31, 2002; (5) Production of any engine within this family under this EO is acceptance of all conditions in this EO; and (6) ARB reserves the right to disapprove certification of this family, or any families using the same or similar auxiliary emission control device (AECD) strategies as this family is employing, based on all available information.

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

Executed at El Monte, California on this 17TH day of October 2002.

Allen Lyons, Chief
Mobile Source Operations Division

Engine Model Summary Form

ATTACHMENT

A-290-109

Manufacturer: Detroit Diesel Corporation

Engine category: On-highway HDDE

EPA Engine Family: 3DDXH14.0ELY

Mfr Family Name: SERIES 60-14.0L

Process Code: New Submission

1. Engine Code	2. Engine Model	3. BHP @ RPM (SAE Gross)	4. Fuel Rate: mm/stroke @ peak HP (for diesel only)	5. Fuel Rate: (lbs/hr) @ peak HP (for diesels only)	6. Torque @ RPM (SEA Gross)	7. Fuel Rate: mm/stroke @ peak torque	8. Fuel Rate: (lbs/hr) @ peak torque	9. Emission Control Devices Per SAE J1930
1435	500@2100	500@2100	262.0	183.0	1650@1200	323.0	128.9	DP, PCM, TC, CAC
1440	500@2100	500@2100	262.0	183.0	1550@1200	301.0	120.1	EGR
1436	475@2100	475@2100	247.0	172.5	1650@1200	323.0	128.9	(all ratings)
1441	475@2100	475@2100	247.0	172.5	1550@1200	301.0	120.1	
1433	435@2100	435@2100	226.0	157.8	1650@1200	323.0	128.9	
1438	435@2100	435@2100	226.0	157.8	1550@1200	301.0	120.1	
1443	500@2100	500@2100	262.0	183.0	1450@1200	282.0	112.6	
1437	435/475-2100	435/475-2100			1650@1200			
1439	435/500-2100	435/500-2100			1550@1200			
1442	435/475-2100	435/475-2100			1550@1200			
1434	435/500-2100	435/500-2100			1650@1200			