		EXECUTIVE ORDER A-010-1381-1 New Engines for Diesel or Incomplete
California Environmental Protection Agency	FORD MOTOR COMPANY	New Engines for Diese of Diese
California Environmental Protection Agency		ode Division 26, Part 5, Chapter 2;
Letter authority vested in the Al	ir Resources Board by Health and Safety C	Sections 39515 and 39516 and

and pursuant to the authority vested in the undersigned by Health and Pursuant to the autoc

IT IS ORDERED AND RESOLVED: The engine and emission control systems produced by the manufacturer are certified as described below for use in diesel or incomplete medium-duty vehicles with a manufacturer's GVWR from 8501 to 4000 pounds. Production engines shall be in all material respects the same as those for which certification is granted.

14000 poundo: 1 + + + +	EMISSION FUEL TYPE		ENGINE	ECS & SPECIAL FEATURES	1	COMPLIANCE
	STD	PROCEDURE	SIZES (L)	2TWC, TWC, 2HO2S, HO2S,	SFI	OBD(F)
YEAR	CATEGORY ² Gasoline	Otto	6.8	21WC, 1WC, 210-01	ENGULE	OBD COMPLIANCE
2007 7FMXH06.8AS4	ULEV Gasonito ENGINE MODELS / CODES (rai	ted power, in hp)		544880506 7F41880510,	<u>(L)</u> 6.8	OBD(F)
	ENGINE MODELS / CODES (rai 20505, 7E418Q0506, 7E418Q0510, 7E418Q05 7E418R0511 (305 for a	11,7E418R0500,7E	E418R0505, /	E415R0300, / 2	*	
E-350: 7E418Q0500, 7E418Q	7E418R0511 (305 for a	11 COULD)			*	*
					•	*
	te weight rating; 13 CCR xyz=Title 13, California C		etion vvz: 40 (FR 86.abc=Title 40, Code of Federal	Regulations	; Section 86.abc; (2004may26)
the CAMP = pross vehicle	te weight rating; 13 CCR xyz=Title 13, California C	ode of Regulations, Se	us to tak s B	F=hi fuel: DF=dual fuel: FF=flexible fu	el;	·
L=mer, np=noisepetitet, the second	te weight rating: 13 CCR xyz=Tille 13, California C natural gas; LPG>liquefied petroleum gas; E85=85 / ultra / tow emission vehicle;	% ethanol fuel; MF≠m		late filter; HO2S/O2S=heated/oxyger (injection; DGI=direct gasoline injection)	sensor; HA	FS/AFS=heated/air-
CNG/LNG=compressed/iduelled in	/ ultra / low emission vehicle;	warm-up catalyst; DPf	Fediesel partic	injection: DGI=direct gasoline injection		noke puff limiter;

¹ CNG/LNG=compressed/liquefied natural gas; LPG=liquefied petroleum gas; E85=85% ethanol fuel; MF=multi fuel a.k.a BF=bi fuel; DF=dual fuel; FF=flexible fuel;
² SULEV / ULEV / LEV=vuper ultra / ultra / low emission vehicle;
³ ECS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; HO2S/OZS=heated/oxygen sensor; GARB-gaseous carburetor;
⁴ ICS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; HO2S/OZS=heated/oxygen sensor; GARB-gaseous carburetor;
⁵ ICS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; HO2S/OZS=heated/oxygen sensor; SPL=smoke puff limiter;
⁶ ICS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; HO2S/OZS=heated/oxygen sensor; SPL=smoke puff limiter;
⁶ ICS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; HO2S/OZS=heated/oxygen sensor;
⁶ ICS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulate filter; HO2S/OZS=heated/oxygen sensor;
⁶ ICS=emission control system; TWC/OC=three-way/oxidizing catalyst; WU (prefix) =warm-up catalyst; DPF=diesel particulation; PAIR/AltR=pulsed/secondary air injection; SPL=smoke puff limiter;
⁶ IDVDDI=indirect/direct diesel injection; TC/SC=turb/super charge; CAC=charge air cooler; EGR=exhaust gas recirculation; PAIR/AltR=pulsed/secondary air injection; SPL=smoke puff limiter;
⁶ OBD(F) / (P) / (S)=fuli / partial with a fine / on-board diagnostic; ECWPCM=engine/powertrain control module; EM=engine modification; 2 (prefix)=parallet; (2) (suffix)=in series;

Following are: 1) the FTP exhaust emission standards or family emission limit(s) as applicable under 13 CCR 1956.8; 2) the EURO and NTE limits under the applicable California exhaust emission standards and test procedures for heavy-2) the EURO and INTE minis under the applicable California exhaust emission standards and test procedures for neavy-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 dual- and flexible-fueled engines, the CERT values in brackets [] are those when tested on conventional test fuel.)

brackets [] are those when tested on conversion					NMHC+NOx		со		PM ETP EURO		FTP	EURO
	NM	нс	N	EURO	FTP	EURO	FTP	EURO	FTP.	EURO	0.05	· · ·
	FTP	EURO	FTP	EUKO	•		14.4	•			•	
STD	*	· · ·			0.35		•	· .	ļ	ļ	0.00	+ + 1
FEL	•	ļ	— <u> </u>	<u> </u>	0.26		2.6	· ·	ļ			
CERT	·		<u> </u>	<u>\</u>		*		*		•		or emission test
NTE		•		- Federal Tesi	Procedure; EU	JRO=Euro III Eu	uropean Steady	-State Cycle; N	TE≂Not-to-Exci arbon monoxide	eed emission in a; PM≔particula	e matter; HCHO=	or emission test formaldehyde;

gromp-m-grams per brane noisepowersion, FTF-reberal rest ribbeoure, E000-E010 in European deapysiale of cap; FEL=family emission limit; CERT=certification level; NMHC/NC=non-methane/hydrocarbon; NOx=oxides of nitrogen; C

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 medium-duty vehicles with a GVWR from 8501 to 14000 pouceures in 13 COR 1990.0 applicable to dieser of incomplete median daty vehicles with a CVWR from our pounds and, therefore, shall be subject to 13 CCR 2139(c) (in-use testing of engines certified for use in diesel or incomplete medium-duty vehicles with a 8501-14000 pound GVWR).

BE IT FURTHER RESOLVED: The listed engine models have been certified to the Option 1 federal NMHC+NOx emission standard(s) listed above pursuant to 13 CCR 1956.1 or 13 CCR 1956.8.

BE IT FURTHER RESOLVED: For the listed engine 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), and 13 CCR 2035 et seq. (emission control warranty).

Engines 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 supersedes Executive Order A-010-1381 dated September 19, 2006.

5 the day of March 2007. Executed at El Monte, California on this _____

: Francis

Annette Hebert, Chief Mobile Source Operations Division