

Pursuant to the authority vested in the California Air Resources Board by Health and Safety Code Division 26, Part 5, Chapters 1 and 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-19-095;

IT IS ORDERED AND RESOLVED: The engines and emission control systems produced by the manufacturer as described below are certified for use in off-road equipment. Production engines are to be in all material respects the same as those for which certification is granted.

Model Year	Engine Family	Combustion Cycle	Fuel Operation	Fuel Type(s)	Engine Operation
2026	THZXL347V32	Diesel	Dedicated	Diesel	Variable-speed and Constant-speed

Emission Control Systems	Special Features
[1]: Mechanical Direct Injection (DDI), Electronic Control Module (ECM), Diesel Oxidation Catalyst (DOC)	None

The certified engine models are attached.

The listed engine models comply with the following: 1) emission standard limits (STD) and Not-To-Exceed (NTE) limits, as applicable, for criteria pollutants non-methane hydrocarbon plus oxides of nitrogen (NMHC+NOx), carbon monoxide (CO), and particulate matter (PM), and for smoke opacity as demonstrated during the Acceleration (ACL) and Lugging (LUG) modes, and the peak value (PEAK) in either mode of the Smoke Opacity cycle, as set forth in 13 CCR 2423 and the applicable California test procedures for off-road compression-ignition engines, and 2) family emission limits (FEL) declared by the manufacturer as allowed by the applicable California test procedures, stated in units of gram per kilowatt-hour (g/kW-hr) and percent opacity (%opacity), respectively, except as noted, or designated as not applicable (*).

Applicable Standard		Criteria			Smoke Opacity		
		NMHC+NOx	CO	PM	ACL	LUG	PEAK
Tier 4 Final kW < 8	STD	7.5	8.0	0.60	*	*	*
	FEL	*	*	*	*	*	*
	NTE	9.4	10.0	0.75	*	*	*

BE IT FURTHER RESOLVED: Any declared FEL is the emission limit to which all engines must comply in lieu of the standard limit for certification purposes, subject to the restrictions of averaging, banking, or trading (ABT) programs allowed by the applicable California test procedures.

BE IT FURTHER RESOLVED: That certification to the standards in 13 CCR 2423(b)(1)(A) - Table 1b listed above has been permitted pursuant to Endnote 2 of the same table.

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

BE IT FURTHER RESOLVED: The listed engine models may only be installed in or on equipment such that engine operation is consistent with off-road compression-ignition engines as defined in 13 CCR 2421(a)(39).

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

Executed on this 17th day of November 2025.



Robin U. Lang, Chief
 Emissions Certification and Compliance Division

ATTACHMENT: ENGINE MODELS

Family: THZXL347V32 EO Number: U-R-034-0363 Date Applicable: 10/21/2025

Model	Code	Trim	Config	Displacement	Peak Power			Peak Torque			ECS Num	GHG	Notes
					Power	Speed	Fueling	Torque	Speed	Fueling			
-	-	-	-	L	kW	rpm	mm3/stroke	N-m	rpm	mm3/stroke	-	-	-
1B30E	3000-4.1-vs		I1	0.347	4.1	3000	16	14.7	2100	16.5	1	N/A	
1B30E	3100-4.2-vs		I1	0.347	4.2	3100	16	14.7	2100	16.5	1	N/A	
1B30VE	3100-V-4.2-vs		I1	0.347	4.2	3100	16	14.7	2100	16.5	1	N/A	