

Guidance on Identifying a Certified Highway Engine's Certified Nitrogen Oxides (NO_x) Emissions Limit

2026 Diesel Emissions Reduction Act (DERA) National Program and 2025-2026 DERA State Program

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Document Overview: The following information is to guide potential DERA National or DERA State Program applicants and participants on identifying a highway engine's certified NO_x emissions limit. This value will have an impact on an awarded project's cost-share requirements. ***The information is not applicable to projects where only zero-emission technologies would be implemented.***

For an internal combustion engine (ICE) to be legally available for sale in the U.S., it must receive certification from the U.S. Environmental Protection Agency (EPA) and, if available for sale in the state of California, the California Air Resources Board (CARB). As part of the requirements for certification, engines must show that they will not exceed certain enforceable emissions limits, including a NO_x emissions limit, for their full useful life. While many engines are certified to the numerical emissions standard in applicable EPA regulations, sometimes an engine will instead be certified to an alternative emissions standard. These alternative emissions standards, called a family emission limit (FEL), can be higher or lower than the otherwise applicable emissions standard. When this occurs, the FEL serves in place of the otherwise applicable standard, becoming the engine's certified (*i.e.*, enforceable) emissions limit. This flexibility means there can be a meaningful difference in the certified NO_x emissions limit between two newly manufactured engines of the same size available for sale at the same time.

To incentivize DERA participants to provide more information at the time of application, DERA provides a cost share difference based on a highway ICE's certified NO_x emissions limit. This document is intended to provide guidance to DERA applicants or participants on how to determine an engine's certified emissions limit, which is organized as follows.

Highway Cost Share Requirements Under the DERA National and DERA State Programs

Under the DERA National and DERA State Programs, all projects are subject to certain mandatory cost share requirements. The exact cost share requirement for any given project is dependent on the type(s)

of technology being funded. Table 1, below, lists project cost share requirements as they relate to highway heavy-duty vehicle or engine replacements.

Table 1. DERA National and DERA State Cost Share Requirements for Highway Engines and Vehicles

Highway Vehicle Replacement	EPA Funding Limit
Vehicle replacement, with certified engine meeting 0.20-0.11 g NO _x /bhp-hr emission limit ¹	25%
Vehicle replacement, with certified engine meeting 0.10-0.036 g NO _x /bhp-hr emission limit ²	35%
Vehicle replacement, with certified engine meeting 0.035 g NO _x /bhp-hr or lower emission limit ³	45%
Highway Engine Replacement	EPA Funding Limit
Engine replacement with certified engine meeting 0.20-0.11 g NO _x /bhp-hr emission limit	40%
Engine replacement with certified engine meeting 0.10-0.036 g NO _x /bhp-hr emission limit	50%
Engine replacement with certified engine meeting 0.035 g NO _x /bhp-hr or lower emission limit	60%

To be eligible for one of the higher EPA funding limits listed in Table 1 above, applicants that are not proposing zero-emission technology must identify potential replacement engines using their EPA or CARB “engine family name” at the time of application submittal. Unless proposing only the adoption of zero-emission technologies in their submission, applicants who do not identify potential replacement engines in their application submission will only be eligible for the lowest EPA funding limit applicable to their project, which is 40% for engine replacements and 25% for vehicle replacements.

Recipients are *not* required to purchase the specific engine listed in their application. This flexibility is allowed because there may be a meaningful lapse between application submittal and the purchase of equipment awarded under a DERA grant, which could make acquiring a specific engine difficult. All potential replacement engines listed in an application must be reasonable and sound projections and must be appropriate for the intended replacement project’s vocation and duty cycle. For example, an applicant who proposes to replace a Class 8 drayage truck with a similar vehicle should not be listing an engine only installed on a Class C school bus in its application.

Recipients that ultimately decide to purchase an engine that qualifies for a lower EPA funding limit than originally projected will have their EPA funding limit adjusted to match the lower value. However, such changes must be in scope with the original application as determined by the EPA Project Officer, and applicants will not receive EPA funding exceeding their original request.

¹ 0.20 g NO_x/bhp-hr is from the EPA’s heavy-duty engines standard at [40 CFR 86.007-11\(a\)\(1\)\(i\)\(A\)](#).

² 0.10 g NO_x/bhp-hr is the highest of three NO_x emission limits an original equipment manufacturer (OEM) could certify an engine under CARB’s Optional Low NO_x rule. These rules have essentially been superseded since model year 2024.

³ 0.035 g NO_x/bhp-hr is from the EPA’s heavy-duty 2027 rule (“HD27”) at [40 CFR 1036.104\(a\)\(1\)](#).

The EPA encourages DERA applicants and participants to work with their dealers to gather engine family names as well as those engines' certified NO_x emissions limits. Engine family names are required for certification, and all engines, including those installed on vehicles, are required to have an affixed engine label that identifies its engine family name. Dealers may be able to gather this information easily by looking at the engine label of an in-stock engine. The EPA considers it best practice for applicants and participants to verify information provided by dealers using the resources made publicly available by the EPA or CARB as outlined below.

For more information on EPA engine family names, refer to the EPA's [Information about Family Naming Conventions for Vehicles and Engines](#) webpage. This webpage is a helpful resource for explaining the typical naming conventions for engine family names.

How to Identify the Certified NO_x Emissions Limit of an Engine Certified by CARB

For an engine to be legally available for sale in the state of California, it must be issued an executive order (EO) by CARB. While this requirement is specific to California, these same engines may also be available for sale nationwide. Any DERA participant that chooses to purchase a highway engine that is covered by an EO from CARB can use the certified NO_x emissions limit listed in the EO to substantiate the basis for a specific EPA funding limit listed in Table 1 above. *DERA participants outside of California should be careful in ensuring they are gathering information for the correct engine when using information published by CARB.*

CARB's EOs contain emissions information, and all engines certified by CARB have their EOs posted online. Therefore, DERA participants can refer to [CARB's EO](#) database to determine the specific NO_x emissions standard for a particular highway engine. Participants will first need to know the engine family name of a particular engine model they may purchase. The EPA recommends that participants who are unaware of an engine model's engine family name work with their dealer to obtain that information. Alternatively, the EPA maintains an interactive certificate data report, discussed in the proceeding section, which can provide insight on an engine model's engine family name.

After locating the engine using its engine family name, open the PDF copy of the issued EO by clicking on the "EO number." On the first page of this document there should be a table containing information on emissions. Table 2, below, contains an example of an emissions information table in an EO from CARB.

Table 2. Example of Emissions Information in a CARB EO

Applicable Standard		Criteria					GHG		
		NMHC	NO _x	CO	PM	HCHO	CO ₂	CH ₄	N ₂ O
Medium-Duty Diesel Clean Idle 10g	STD: FTP / SET	0.14	0.050	15.5	0.005	0.050	555	0.10	0.10
	STD: LLC	0.14	0.200	15.5	0.005	0.050	*	*	*
	FEL: FTP / SET	*	*	*	0.007	*	555	0.10	0.11
	FEL: LLC	*	*	*	0.007	*	*	*	*
	3B-MAW CF	2.0	2.0	2.0	2.0	*	*	*	*

Original Source:

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/nvepb/executive_orders/EO%20Web%20Files/MDE-HDE/2025/0001/cumx_mde-hde_a-021-0806_scexh0408bcc.pdf

In Table 2, above, DERA participants need only pay attention to the NO_x emissions information listed in the “STD: FTP/SET” and “FEL: FTP/SET” rows, as indicated by the highlighted text in Table 3 below. This is because information in the “STD: FTP/SET” row shows the emission standard (STD) to which an engine must be certified, which is demonstrated on the Federal Test Procedure (FTP) and Supplemental Emissions Test (SET) cycles, unless it adopts a family emission limit. If the engine does adopt a family emission limit, that value is listed in the “FEL: FTP/SET” row.

Table 3. Example Emissions Information in a CARB EO with Pertinent NO_x Values Highlighted (No FEL)

Applicable Standard		Criteria					GHG		
		NMHC	NO _x	CO	PM	HCHO	CO ₂	CH ₄	N ₂ O
Medium-Duty Diesel Clean Idle 10g	STD: FTP / SET	0.14	0.050	15.5	0.005	0.050	555	0.10	0.10
	STD: LLC	0.14	0.200	15.5	0.005	0.050	*	*	*
	FEL: FTP / SET	*	*	*	0.007	*	555	0.10	0.11
	FEL: LLC	*	*	*	0.007	*	*	*	*
	3B-MAW CF	2.0	2.0	2.0	2.0	*	*	*	*

Original Source:

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/nvepb/executive_orders/EO%20Web%20Files/MDE-HDE/2025/0001/cumx_mde-hde_a-021-0806_scexh0408bcc.pdf

In this example, the information in Table 3 shows that the engine did not adopt a FEL. Therefore, its certified NO_x emission limit is 0.050 g NO_x/bhp-hr, and the engine qualifies for an EPA funding limit of 50% in an engine replacement project. If the project were a vehicle replacement project, it would qualify for an EPA funding limit of 35%.

Whenever an EO from CARB lists a numerical value in the “FEL: FTP / SET” row under the NO_x column of an emissions information table, that is the engine’s certified NO_x emissions limit. Whenever this occurs, it means that the engine has adopted a NO_x FEL which serves in place of any NO_x emissions value listed in the “STD: FTP/SET.” An example of this is shown in Table 4 below.

Table 4. Example Emissions Information in a CARB EO with Pertinent NO_x Values Highlighted (Engine has FEL)

Applicable Standard		Criteria				GHG			
		NMHC	NO _x	CO	PM	CO ₂ VOCV	CO ₂ TRAC	CH ₄	N ₂ O
Heavy-Duty Diesel Cycle Optional Standard – below 525 bhp Clean Idle 30g Medium Heavy-Duty Vocational and Tractor	STD: FTP / SET	0.14	0.050	15.5	0.005	538	461	0.10	0.10
	STD: LLC	*	*	*	*	*	*	*	*
	FEL: FTP / SET	*	0.20	*	0.007	552	509	*	0.11
	FEL: LLC	*	*	*	*	*	*	*	*
	NTE	0.21	0.30	19.4	0.010	*	*	*	*

Original source:

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/nvepb/executive_orders/EO%20Web%20Files/MDE-HDE/2025/0001/cumx_mde-hde_a-021-0797_scexh0408bca.pdf

When the CARB EO lists a numerical value in the “FEL: FTP / SET” row under NO_{xx}, DERA participants must always refer to this NO_x value to determine the appropriate EPA funding limit. For this specific example,

that value is 0.20 g NO_x/bhp-hr; therefore, the appropriate EPA funding limit is 25% or 40%, depending on whether the project is a vehicle or engine replacement project.

For DERA participants interested in buying a model year (MY) 2023 or older engine, the emissions information tables in the corresponding EOs from CARB are structured slightly differently than in the examples in Tables 2, 3, and 4 above. Still, if a “FEL” is listed in the table, that is the value participants must refer to in determining the eligible EPA funding limit. If no “FEL” is listed, participants use the “STD” value to determine the eligible EPA funding limit. For MY 2023 and older engines, participants will need to refer to NO_x emissions listed under the “FTP” sub-column in the table. Examples of the appropriate value for determining EPA funding limits are shown in Tables 5 and 6 below, which are from engine MY 2023 EOs issued by CARB.

Table 5. Example Emissions Information in CARB EOs for MY 2023 and Earlier Engines (No FEL)

in g/bhp-hr	NMHC		NO _x	
	FTP	SET	FTP	SET
STD	0.14	0.14	0.20	0.20
CERT	0.03	0.03	0.09	0.04
NTE	0.21		0.30	

⁴ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure emission limit; CERT=certification level; NMHC/HC=non-methane/hydrocarbon

Original source:

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/nvepb/executive_orders/EO%20Web%20Files/MDE-HDE/2023/0001/mde-hde_mhdd_a-21-768-1_sdt--20231030.pdf

Table 6. Example Emissions Information in CARB EOs for MY 2023 and Earlier Engines (Engine has FEL)

in g/bhp-hr	NMHC		NO _x	
	FTP	SET	FTP	SET
STD	0.14	0.14	0.20	0.20
FEL	*	*	0.15	0.15
CERT	0.01	0.004	0.05	0.02
NTE	0.21		0.22	

⁴ g/bhp-hr=grams per brake horsepower-hour; FTP=Federal Test Procedure emission limit; CERT=certification level; NMHC/HC=non-methane/hydrocarbon

Original source:

https://ww2.arb.ca.gov/sites/default/files/classic/msprog/nvepb/executive_orders/EO%20Web%20Files/MDE-HDE/2023/0001/mde-hde_hhdd_a-290-187_sdt--20221222.pdf

How to Identify an Engine’s Certified NO_x Emissions Limit using EPA Resources

All engines sold in the U.S. must receive a Certificate of Conformity (CoC) from the EPA prior to being available for sale. The EPA publishes the certification data, including emissions data, used to substantiate the issuance of any CoC in Excel workbooks that are updated quarterly. These workbooks can be found on the EPA’s [Annual Certification Data for Vehicles, Engines, and Equipment](https://www.epa.gov/coc) webpage. DERA participants completing highway projects should reference the workbook titled “Heavy-Duty Highway Gasoline and Diesel Engine Certification Data (Model Years: 2015 – Present) (xlsx),” which is shown in Figure 1, below, under the title “Heavy-Duty Highway Gasoline and Diesel Engines”:

- **Heavy-Duty Highway Gasoline and Diesel Engines**

Note: Due to a transition between database systems, a small portion of the MY2015 and 2016 data is in the Archive files.

- [Heavy-Duty Highway Gasoline and Diesel Certification Data \(Model Years: 2015 – Present\) \(xlsx\)](#) (30.36 MB, June 2025)
- [Archive \(Model Years: 1982 – 2016\) \(zip\)](#) (November 2018)

Figure 1. Workbook of Relevant Information for DERA Participants Completing Highway Vehicle Projects on the EPA Website

DERA participants will need to know the engine family name of an engine they could reasonably anticipate purchasing to navigate this workbook. The EPA highly recommends gathering this information from a dealer. Emissions labels are required by law to be affixed to any engine offered for sale in the U.S.

Option 1: Using the EPA’s Interactive Certification Data Report to Identify Engine Family Names

In the absence of a dealer, participants can use the EPA’s “Interactive Certification Data Report,” which is embedded in the EPA’s [Annual Certification Data for Vehicles, Engines, and Equipment](#) webpage to identify an engine family name. This table can be filtered by clicking column headers and then clicking search. Appropriate filters to put on the table could include restrictions on the industry (e.g., by selecting “Heavy-Duty Highway Diesel Engines”), model, and certificate issued to (e.g., by selecting “Cummins Inc.”). Figures 2 and 3, below, show examples of sorting and filtering for specific information.

*Click on table header to search, filter and sort data. To filter, after you select that desired data, click on the check mark to confirm selection.
*Data last updated on 11/16/2025 11:55:09 AM

Certificate Number	Industry	Engine/Vehicle Family or Test Group Name	Evaporative Family Name	Model Year	Models
TVPTH12.8EP4-008			-	2026	D13-405, D13-425, D13-455, D13-500, MP13...
TVPTH10.8EP1-004			-	2026	D11N-325, D11N-355, D11N-365,...
TVPTH12.8CA4-007			-	2026	D13-405, D13-425, D13-455, D13-500, MP13...
TVPTH10.8CA1-003			-	2026	D11N-325, D11N-355, D11N-365,...
TVPTH12.8CA3-002			-	2026	D13N-455CA, MP8-455CA
TVPTH12.8CA5-001			-	2026	D13-425CA, D13-455CA, MP13-425CA,...

Figure 2. Filtering the Interactive Table by Industry Using the tTable Found on the EPA’s [Annual Certification Data for Vehicles, Engines, and Equipment](#) Webpage

*Click on table header to search, filter and sort data. To filter, after you select that desired data, click on the check mark to confirm selection.
 *Data last updated on 11/16/2025 11:55:09 AM

Certificate Number	Industry	Engine/Vehicle Family or Test Group Name	Evaporative Family Name	Model Year	Models
TVPTH12.8EP4-008	Heavy-Duty Highway Diesel Engines		-	2026	D13-405, D13-425, D13-455, D13-500, MP13...
TVPTH10.8EP1-004	Heavy-Duty Highway Diesel Engines	RFMX2VOCV3AA	-	2026	D11N-325, D11N-355, D11N-365,...
TVPTH12.8CA4-007	Heavy-Duty Highway Diesel Engines	RFMX2VOCV3AB	-	2026	D13-405, D13-425, D13-455, D13-500, MP13...
TVPTH10.8CA1-003	Heavy-Duty Highway Diesel Engines	RFMX2VOCV4AA	-	2026	D11N-325, D11N-355, D11N-365,...
TVPTH12.8CA3-002	Heavy-Duty Highway Diesel Engines	RFMX2VOCV4AB	-	2026	D13N-455CA, MP8-455CA
TVPTH12.8CA3-002	Heavy-Duty Highway Diesel Engines	RFMX2VOCV6AA	-	2026	D13N-455CA, MP8-455CA
TVPTH12.8CA3-002	Heavy-Duty Highway Diesel Engines	RFMX2VOCV6AB	-	2026	D13N-455CA, MP8-455CA
TVPTH12.8CA3-002	Heavy-Duty Highway Diesel Engines	RFMXD00.00AS	-	2026	D13N-455CA, MP8-455CA
TVPTH12.8CA5-001	Heavy-Duty Highway Diesel Engines	RFMXD00.00MW	-	2026	D13-425CA, D13-455CA, MP13-425CA,...

Figure 3. Using the Search Function to Find an Engine Family Name

DERA participants should be mindful that some manufacturers will use the same engine model name for multiple engine configurations. This is because manufacturers use engine model names for sales purposes. As a result, it is possible for the same engine model name to be associated with multiple EPA engine family names. If this occurs, DERA participants should use their best judgement to determine what is likely to be the correct engine family name. This can be accomplished by comparing all engine family names to the information listed in the EPA’s certification data workbook, which also includes additional information that could be used for identification (e.g., engine horsepower).

Option 2 Using the EPA’s Heavy-Duty Highway Gasoline and Diesel Certification Data Workbook to Identify an Engine’s Certified NO_x Emissions Limit

It is recommended to format either the entire worksheet or a portion of it into a table based on the needs of the DERA participant so that data are easily filtered.

1. After opening the engine certification data workbook, click on the “Family Info” tab.
2. Select any cell and press CTRL + shift + *, which will select every active cell in the worksheet.
3. Next press CTRL + T to turn the data into a table.
4. Open the drop-down arrow in column W and de-select every option except Nitrogen Oxides.
5. If no information is listed in cell AA, then the engine’s certified emissions limit is the value in cell Z, with units of g/bhp-hr.
6. If there is a value listed in cell AA, the engine’s certified emissions limit, with units of g/bhp-hr, is the value listed in that cell.

Figures 4 and 5, below, are examples of how to locate the emissions information for an engine family after creating a table and hiding several columns.

Manufacturer	Model Year	Engine Family	Fuel Type	Pollutant Name	Transient Standard	Transient FEL
Ford Motor Com	2025	SFMXH06.7F45	7-15 ppm ultra low sulfur diesel	Nitrogen Oxides	0.2	
Ford Motor Com	2025	SFMXH06.7F45	7-15 ppm ultra low sulfur diesel	Nitrogen Oxides	0.2	
Ford Motor Com	2025	SFMXH06.7F45	7-15 ppm ultra low sulfur diesel	Nitrogen Oxides	0.2	
Ford Motor Com	2025	SFMXH06.7F45	7-15 ppm ultra low sulfur diesel	Nitrogen Oxides	0.2	
Ford Motor Com	2025	SFMXH06.7F45	7-15 ppm ultra low sulfur diesel	Nitrogen Oxides	0.2	
Ford Motor Com	2025	SFMXH06.7F45	7-15 ppm ultra low sulfur diesel	Nitrogen Oxides	0.2	

Figure 4. Example of Emissions Data Location for an Engine Family in Microsoft Excel

In Figure 4, above, the engine's certified NO_x emissions limit is 0.2 g/bhp-hr, which qualifies for an EPA funding limit of 25% for a vehicle replacement or 40% for an engine replacement.

Manufacturer	Model Year	Engine Family	Fuel Type	Pollutant Name	Transient Standard	Transient FEL
General Motors L	2025	SGMXE06.6002	Gasoline	Nitrogen Oxides	0.2	0.05
General Motors L	2025	SGMXE06.6003	Gasoline	Nitrogen Oxides	0.2	0.05
General Motors L	2025	SGMXE06.6003	Gasoline	Nitrogen Oxides	0.2	0.05
General Motors L	2024	RGMXE06.6002	Gasoline	Nitrogen Oxides	0.2	0.05
General Motors L	2024	RGMXE06.6002	Gasoline	Nitrogen Oxides	0.2	0.05

Figure 5. Example of Emissions Data Location for an Engine Family in Microsoft Excel Qualifying for a Higher EPA Funding Limit

In Figure 5, above, the engine's certified NO_x emissions limit is 0.05 g/bhp-hr, which qualifies for an EPA funding limit of 35% for a vehicle replacement or 50% for an engine replacement.

Engine family names and corresponding emissions may repeat multiple times in the EPA's certification data workbooks. A common reason for this is when an engine family name covers more than one engine configuration, such as for a group of engines where their only material difference is due to a difference in maximum rated horsepower (column P of the worksheet). Regardless, the certified emissions information is the same for each engine covered by the engine family name, so DERA participants do not need to find the rated horsepower or other information of a specific engine within an engine family name unless verification is needed for the correct engine family name in the emissions data search.

Alternative to Option 1 and Option 2: Using EPA-Issued CoC

The EPA does not publish the CoC it has issued for highway engines eligible for DERA funding, but participants can likely obtain a copy from their vehicle or engine dealer. Alternatively, participants could also ask the dealer to provide the pertinent information on a CoC (e.g., engine family name, NO_x emissions values). Two examples of a CoC issued by the EPA are found below in Figures 6 and 7.

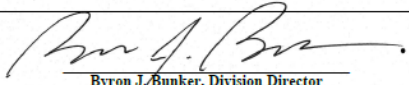
	UNITED STATES ENVIRONMENTAL PROTECTION AGENCY 2025 MODEL YEAR CERTIFICATE OF CONFORMITY WITH THE CLEAN AIR ACT	OFFICE OF TRANSPORTATION AND AIR QUALITY ANN ARBOR, MICHIGAN 48105		
Certificate Issued To: Cummins Inc. (U.S. Manufacturer or Importer) Certificate Number: SCEXH0408BCB-010	Effective Date: 10/17/2024 Expiration Date: 12/31/2025	 Byron J. Bunker, Division Director Compliance Division		
Issue Date: 10/17/2024 Revision Date: N/A	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> Model Year: 2025 Manufacturer Type: Original Engine Manufacturer Engine Family: SCEXH0408BCB Intended Service Class: Medium Heavy-Duty Diesel Fuel Type: Diesel </td> <td style="width: 50%; vertical-align: top;"> Intended Engine Application: Vocational Primary Test Configuration Transient Duty Cycle: CO2 FCL value (g/hp-hr): 575 CO2 FEL value (g/hp-hr): 592 N2O FEL value (g/hp-hr): 0.12 CH4 FEL value (g/hp-hr): 0.10 Primary Test Configuration Steady-State Duty Cycle: CO2 FEL value (g/hp-hr): null </td> </tr> </table>		Model Year: 2025 Manufacturer Type: Original Engine Manufacturer Engine Family: SCEXH0408BCB Intended Service Class: Medium Heavy-Duty Diesel Fuel Type: Diesel	Intended Engine Application: Vocational Primary Test Configuration Transient Duty Cycle: CO2 FCL value (g/hp-hr): 575 CO2 FEL value (g/hp-hr): 592 N2O FEL value (g/hp-hr): 0.12 CH4 FEL value (g/hp-hr): 0.10 Primary Test Configuration Steady-State Duty Cycle: CO2 FEL value (g/hp-hr): null
Model Year: 2025 Manufacturer Type: Original Engine Manufacturer Engine Family: SCEXH0408BCB Intended Service Class: Medium Heavy-Duty Diesel Fuel Type: Diesel	Intended Engine Application: Vocational Primary Test Configuration Transient Duty Cycle: CO2 FCL value (g/hp-hr): 575 CO2 FEL value (g/hp-hr): 592 N2O FEL value (g/hp-hr): 0.12 CH4 FEL value (g/hp-hr): 0.10 Primary Test Configuration Steady-State Duty Cycle: CO2 FEL value (g/hp-hr): null			
Pursuant to Section 206 of the Clean Air Act (42 U.S.C. section 7525), 40 CFR Parts 86 and 1036, and subject to the terms and conditions prescribed in those provisions, this certificate of conformity is hereby issued with respect to the test engines which represent the engine family, and is subject to the terms and conditions prescribed in those provisions. This certificate of conformity covers only those new motor vehicle engines which conform in all material respects to the design specifications that applied to those engines described in the documentation required by 40 CFR Parts 86 and 1036 and which are produced during the model year stated on this certificate of the said manufacturer, as defined in 40 CFR Parts 86 and 1036. This certificate of conformity is conditional upon compliance of said manufacturer with the averaging, banking and trading provisions of 40 CFR Parts 86 and 1036. Failure to comply with these provisions may render this certificate void <i>ab initio</i>. It is a term of this certificate that the manufacturer shall consent to all inspections described in 40 CFR Parts 86 and 1068 and authorized in a warrant or court order. Failure to comply with the requirements of such a warrant or court order may lead to revocation or suspension of this certificate for reasons specified in 40 CFR Parts 86 and 1036. It is also a term of this certificate that this certificate may be revoked or suspended or rendered void <i>ab initio</i> for other reasons specified in 40 CFR Parts 86 and 1036. This certificate does not cover engines sold, offered for sale, or introduced, or delivered for introduction into commerce in the U.S. prior to the effective date of the certificate.				

Figure 6. MY 2025 Certificate of Conformity Issued for Engine Family Manufactured by Cummins, Inc.

Beginning with MY 2027, the applicable NO_x emissions value will be 0.035 g NO_x/bhp-hr. *Finally, it should be noted that in Figure 6, above, the certified NO_x emission limit of the engines covered by the CoC is 0.20 g NO_x/bhp-hr because no NO_x value is stated. The nitrous oxide (N₂O) FEL shown in this example is a separate type of FEL. Figure 7 shows an example of an engine with a NO_x FEL.*

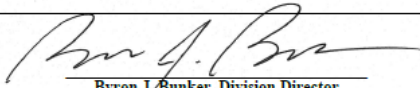
	UNITED STATES ENVIRONMENTAL PROTECTION AGENCY 2025 MODEL YEAR CERTIFICATE OF CONFORMITY WITH THE CLEAN AIR ACT	OFFICE OF TRANSPORTATION AND AIR QUALITY ANN ARBOR, MICHIGAN 48105	
Certificate Issued To: Detroit Diesel Corporation (U.S. Manufacturer or Importer) Certificate Number: SDDXH12.8TCE-001	Effective Date: 10/31/2024 Expiration Date: 12/31/2025	 Byron J. Bunker, Division Director /Compliance Division	Issue Date: 10/31/2024 Revision Date: N/A
Model Year: 2025 Manufacturer Type: Original Engine Manufacturer Engine Family: SDDXH12.8TCE Intended Service Class: Heavy Heavy-Duty Diesel Fuel Type: Diesel FELs (g/hp-hr): NO _x : 0.15		Intended Engine Application: Tractor and Vocational Primary Test Configuration Transient Duty Cycle: CO ₂ FCL value (g/hp-hr): 502 CO ₂ FEL value (g/hp-hr): 517 N ₂ O FEL value (g/hp-hr): 0.10 CH ₄ FEL value (g/hp-hr): 0.10 Primary Test Configuration Steady-State Duty Cycle: CO ₂ FCL value (g/hp-hr): 443 CO ₂ FEL value (g/hp-hr): 456	
Pursuant to Section 206 of the Clean Air Act (42 U.S.C. section 7525), 40 CFR Parts 86 and 1036, and subject to the terms and conditions prescribed in those provisions, this certificate of conformity is hereby issued with respect to the test engines which represent the engine family, and is subject to the terms and conditions prescribed in those provisions. This certificate of conformity covers only those new motor vehicle engines which conform in all material respects to the design specifications that applied to those engines described in the documentation required by 40 CFR Parts 86 and 1036 and which are produced during the model year stated on this certificate of the said manufacturer, as defined in 40 CFR Parts 86 and 1036. This certificate of conformity is conditional upon compliance of said manufacturer with the averaging, banking and trading provisions of 40 CFR Parts 86 and 1036. Failure to comply with these provisions may render this certificate void <i>ab initio</i>. It is a term of this certificate that the manufacturer shall consent to all inspections described in 40 CFR Parts 86 and 1068 and authorized in a warrant or court order. Failure to comply with the requirements of such a warrant or court order may lead to revocation or suspension of this certificate for reasons specified in 40 CFR Parts 86 and 1036. It is also a term of this certificate that this certificate may be revoked or suspended or rendered void <i>ab initio</i> for other reasons specified in 40 CFR Parts 86 and 1036. This certificate does not cover engines sold, offered for sale, or introduced, or delivered for introduction into commerce in the U.S. prior to the effective date of the certificate.			

Figure 7. MY 2025 Certificate of Conformity with NO_x Family Emission Limit (highlighted) Issued for an Engine Family Manufactured by Detroit Diesel Corporation