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YAMAHA MOTOR CORPORATION, U. S. A.
GOVERNMENT RELATIONS

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Mr. Michael Carter
California Air Resources Board
9528 Telstar
El Monte, CA 91731

April 9th, 2009

Dear Mike,

Yamaha has reviewed the Staff's Modifications to the Proposed Regulation Order for Marine Engines and Vessels. Yamaha acknowledges the efforts of the CARB staff to work with industry in regards to these modifications.

For Yamaha Motor Corporation who produces Personal Watercraft, Outboards and Sport Boats we have an extremely important comment on what may appear to CARB as a minor change but has major ramifications to our Sport Boat product line.

Under this Proposed Regulatory Modification, CARB intends to reclassify Personal Watercraft (PWC) engines used in Sport Boats. I do believe that CARB in their intent to reclassify PWC engines in a Sport Boat to be regulated as an SD/I, did not have or were not told by non-Yamaha SD/I stakeholder groups of the uniqueness of our products and systems along with service practices or current technology, during this period of development. The NMMA claims to have to remain "neutral" on these issues as they represent both stakeholder groups. This is why comments on these issues come directly from us.

For reclassification, working with your staff both Yamaha and CARB were able to create timelines and flexibilities to allow for complete new engines to be designed in order to meet the more stringent exhaust emission standards set for SD/I. However, with this achieved there is one key area of the Proposed Modifications that needs to be addressed.

Section 2442.2 (b) (8) General Requirements:

Requires that SD/I engines be capable of fully communicating stored ECU information to a generic scan tool via the standardized data link detailed in J1939-05 along with standardized problem codes.

This requirement is an inappropriate action and is not required on Motorcycles, ATV or other on and non-road products.

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Background:

For the past 10 years Yamaha Motor Corporation has been using our data system which we call YDIS. This PC based system (proprietary to Yamaha Products) has been the basis for diagnostic, service and system set up for our Worldwide Dealer network on our entire Marine Product Lines.

Issues:

Proposed modifications for SD/I require that these engines communicate through a standardized communication link along with compatible trouble codes for emission related problems. This requirement was developed through the SD/I stake holder group since at the time of the regulatory action they did not have a defined system.

Since most SD/I companies use the same automotive engine blocks, similar intake, electrical, fuel and exhaust systems, it was in their interest to have a "standardized" system for data communication.

Yamaha was not part of the J1939 development process as we were not producers of SD/I engine systems. Now due to the reclassification of PWC engines in Jet Boat to be SD/I we must now throw away our proven systems in order to convert to this requirement that was designed around common products uncommon to Yamaha.

This change will cause many issues both domestic and world wide:

- Not a requirement in new Federal EPA guidelines.
- 2 different diagnostic programs for Marine products will create confusion and increase dealer tool costs.
- Yamaha Dealers are extensively Factory trained on their associated products, service tools and parts. Our Marine products are to be serviced exclusively by our dealer network during the warranty period set forth by CARB and EPA for Marine SI which can be up to 5 years. Our YDIS system is a required tool by our dealer network, there is no need to have a second different version. Furthermore, parts for repair of our unique product are only available to Yamaha dealers and not to the general public.
- Create a tremendous cost burden to Yamaha to completely redesign our systems to comply for a very small number of engines sold in California which has no consumer or environmental benefit.
- Having a non-certified mechanic access to on board data will cause conflict with anti tampering requirements of this rule and could lead to increased exhaust emissions as a result of their intervention.

Request:

Beyond the hardship allowance listed in 2442 (g) (A), (B), (C), Yamaha respectfully requests that CARB outline in their final FSOR that upon demonstrating equivalent levels of compliance, Yamaha can continue the use of their YDIS system for those PWC based engines used in Sport Boat and not be subject to the Standardization processes outlined in section 2442.2(b) (8). Again this requirement provides for no emission benefit and can cause consumer confusion when service is required.

Thank you for the opportunity to provide comment on the 15 day notice. If you have any questions, please feel free to contact me at 714-761-7715 or dan_ostrosky@yamaha-motor.com

Respectfully Submitted,

Dan Ostrosky
Manager
Government Relations
Yamaha Motor Corporation USA

Cc: Scott Rowland
Jeff Lowry