

FINAL REGULATION ORDER, PART 1

Note: Amendments to the regulations are shown with underline text for additions and ~~strikeout text for deletions~~. Newly adopted regulations are shown without underline as permitted by California Code of Regulations, title 1, section 8. Subsection headings are shown in italics and should be italicized in Barclays California Code of Regulations.

Amend California Code of Regulations, title 13, sections 2430, 2431, 2433, 2434, and 2438 to read:

Article 4.5. Off-Road Large Spark-Ignition Engines

§ 2430. Applicability.

(a) (1) This article applies to large off-road spark-ignition engines 25 horsepower and greater produced on or after January 1, 2001 and all equipment and vehicles produced on or after January 1, 2001 that use such engines. Beginning January 1, 2007, this article applies to large off-road spark-ignition engines above 19 kilowatt (kW) and all equipment and vehicles that use such engines.

(2) Every new off-road large spark-ignition (LSI) engine that is manufactured for sale, sold, or offered for sale in California, or that is introduced, delivered or imported into California for introduction into commerce and that is subject to any of the standards prescribed in this article and documents incorporated by reference therein, must be certified for use and sale by the manufacturer through the Air Resources Board and covered by an Executive Order, issued pursuant to Chapter 9, Article 4.5, Section 2433.

(3) This article does not apply to engines in vehicles that are subject to requirements of Title 13, California Code of Regulations, Chapter 9, Article 3, Off-Highway Recreational Vehicles and Engines, including any related provisions and guidelines that are applicable to Off-Highway Recreational Vehicles and Engines.

(b) Each part of this article is severable, and in the event that any part of this chapter or article is held to be invalid, the remainder of the article remains in full force and effect.

(c) This article and documents incorporated by reference herein include provisions for emissions certification, labeling requirements, warranty, in-use compliance testing, and production line testing.

NOTE: Authority cited: Sections 39600, 39601, 43013, 43018, 43101, 43102 and 43104, Health and Safety Code. Reference: Sections 43013, 43017, 43018, 43101, 43102, 43104, 43105, 43150, 43151, 43152, 43153, 43154, 43205.5, and 43210, 43210.5, 43211 and 43212, Health and Safety Code.

§ 2431. Definitions.

DEFINITIONS

(a) The definitions in Section 1900 (b), Chapter 1, Title 13 of the California Code of Regulations apply to this Article with the following additions:

(1) to (18) [No Change]

(19) “Family Emission Level or FEL” means an emission level that is declared by the manufacturer to serve for the averaging, banking, and trading program and in lieu of an emission standard for certification. The FEL serves as the engine family’s emission standard for emissions compliance efforts. If the manufacturer does not declare an FEL for an engine family, the applicable emissions standard must be treated as that engine family’s FEL for the purposes of any provision of this Article. The FEL must be expressed to the same number of decimal places as the applicable emission standard.

(~~19~~20) [No Change]

(~~20~~21) [No Change]

(~~21~~22) [No Change]

(~~22~~23) [No Change]

(~~23~~24) [No Change]

(~~24~~25) [No Change]

(~~25~~26) [No Change]

(~~26~~27) [No Change]

(~~27~~28) “Off-Road Large Spark-ignition Engines” or “LSI Engines” means any engine that produces a gross horsepower 25 and greater horsepower or is designed (e.g., through fueling, engine calibrations, valve timing, engine speed modifications, etc.) to produce 25 and greater horsepower (greater than 19 kilowatts on or after January 1, 2007). If an engine family has models at or above 25 horsepower and models below 25 horsepower, only the models at or above 25 horsepower (greater than 19 kilowatts on or after January 1, 2007) would be considered LSI engines. The engine’s operating characteristics are significantly similar to the theoretical Otto combustion cycle with the engine’s primary means of controlling power output being to limit the amount of air that is throttled into the combustion chamber of the engine. LSI engines or alternate fuel powered LSI internal combustion engines are designed for powering, but not limited to powering, forklift trucks, sweepers, generators, and

industrial equipment and other miscellaneous applications. All engines and equipment that fall within the scope of the preemption of Section 209(e)(1)(A) of the Federal Clean Air Act, as amended, and as defined by regulation of the Environmental Protection Agency, are specifically excluded from this category.

Specifically excluded from this category are: 1) engines operated on or in any device used exclusively upon stationary rails or tracks; 2) engines used to propel marine vessels; 3) internal combustion engines attached to a foundation at a location for at least 12 months; 4) off-road recreational vehicles and snowmobiles; and 5) stationary or transportable gas turbines for power generation.

(~~28~~29) [No Change]

(~~29~~30) [No Change]

(~~30~~31) [No Change]

(~~31~~32) [No Change]

(~~32~~33) [No Change}

(~~33~~34) [No Change]

(~~34~~35) [No Change]

(~~35~~36) [No Change]

(~~36~~37) [No Change

(~~37~~38) [No Change]

(~~38~~39) [No Change]

(~~39~~40) [No Change]

(~~40~~41) [No Change]

(~~41~~42) [No Change]

(~~42~~43) [No Change]

NOTE: Authority cited: Sections 39600, 39601, 43013, 43018, 43101, 43102 and 43104, Health and Safety Code. Reference: Sections 43013, 43017, 43018, 43101, 43102, 43104, 43105, 43150, 43151, 43152, 43153,- 43154, 43205.5, ~~and~~ 43210, 43210.5, 43211 ~~and~~-43212, Health and Safety Code.

§ 2433. Exhaust Emission Standards and Test Procedures - Off-Road Large Spark-Ignition Engines.

(a) This section applies to new off-road large spark-ignition engines produced on or after January 1, 2001. For the purpose of this section, these engines are also referred to as “new off-road LSI engines.”-

(b) Standards.

(1)(A) Exhaust Emission Standards. Exhaust emissions from off-road large spark-ignition engines manufactured for sale, sold, or offered for sale in California, or that are introduced, delivered or imported into California for introduction into commerce, must not exceed:

Exhaust Emission Standards
(grams per brake horsepower-hour)
[grams per kilowatt-hour]⁽¹⁾

<i>Model Year</i>	<i>Engine Displacement</i>	<i>Durability Period</i>	<i>HC + NOx</i>	<i>Carbon Monoxide</i>
2002 and subsequent	≤1.0 liter	1,000 hours or 2 years	9.0 [12.0]	410 [549]
2001 - 2003 ^{(2),(3)}	> 1.0 liter	N/A	3.0 [4.0]	37.0 [49.6]
2004 - 2006 ⁽⁴⁾	> 1.0 liter	3500 hours or 5 years	3.0 [4.0]	37.0 [49.6]
2007 and subsequent - 2009	> 1.0 liter	5000 hours or 7 years	3.0 <u>2.0</u> [4.0] [<u>2.7</u>]	37.0 <u>3.3</u> [49.6] [<u>4.4</u>]
<u>2010 and subsequent</u> ⁽⁵⁾	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.6</u> [<u>0.8</u>]	<u>15.4</u> [<u>20.6</u>]

- Note: (1) For 2006 and previous model years, standards in grams per kilowatt-hour are given only as a reference. For 2007 and subsequent model years, pollutant emissions reported to ARB by manufacturers must be in grams per ~~kilowatt-hour~~ brake horsepower-hour.
- (2) Small volume manufacturers are not required to comply with these emission standards.
- (3) Manufacturers must show that at least 25 percent of its California engine sales comply with the standards in 2001, 50 percent in 2002, and 75 percent in 2003.

- (4) The standards for in-use compliance for engine families certified to the standards in the row noted are 4.0 g/bhp-hr (5.4 g/kW-hr) hydrocarbon plus oxides of nitrogen and 50.0 g/bhp-hr (67.0 g/kW-hr) carbon monoxide, with a useful life of 5000 hours or 7 years. In-use averaging, banking, and trading credits may be generated for engines tested in compliance with these in-use compliance standards. If the in-use compliance level is above 3.0 but does not exceed 4.0 g/bhp-hr hydrocarbon plus oxides of nitrogen or is above 37.0 but does not exceed 50.0 g/bhp-hr carbon monoxide, and based on a review of information derived from a statistically valid and representative sample of engines, the Executive Officer determines that a substantial percentage of any class or category of such engines exhibits within the warranty periods noted in Section 2435, an identifiable, systematic defect in a component listed in that section, which causes a significant increase in emissions above those exhibited by engines free of such defects and of the same class or category and having the same period of use and hours, then the Executive Officer may invoke the enforcement authority under Section 2439, Title 13, California Code of regulations to require remedial action by the engine manufacturer. Such remedial action is limited to owner notification and repair or replacement of defective components, without regard to the requirements set forth in Section 2439(b)(5) or Section 2439(c)(5)(B)(vi). As used in the section, the term "defect" does not include failures that are the result of abuse, neglect, or improper maintenance.
- (5) For severe-duty engines, the HC+NOx standard is 2.7 g/kW-hr and the CO standard is 130.0 g/kW-hr.
- (6) Small volume manufacturers are required to comply with these emission standards in 2013.

(B) For the 2007 through 2009 model years, you may alternatively certify your engines according to the following formula instead of the standards in paragraph (b)(1)(A) of this section:

$$\underline{(HC+NOx) \times CO^{0.784} \leq 8.57.}$$

Where: HC + NOx = hydrocarbon plus oxides of nitrogen family emissions level (FEL) in g/kW-hr
CO = carbon monoxide FEL in g/kW-hr

The HC+NOx and CO emission levels selected to satisfy this formula, rounded to the nearest 0.1 g/kW-hr, become the emission standards that apply for those engines. You may not select an HC+NOx FEL higher than 2.7 g/kW-hr or a CO FEL higher than 20.6 g/kW-hr.

(C) Field Testing Standards. The field testing standards for model year 2007 and subsequent off-road large spark-ignition engines are described in subpart F, Title 40 CFR Sections 1048.101(c), as adopted July 13, 2005.

(2)(A) Optional Exhaust Emission Standards. Manufacturers may certify off-road large spark-ignition engines manufactured for sale, sold, or offered for sale in California, or that are introduced, delivered or imported into California for introduction into commerce to the following optional low emission standards.

Optional Exhaust Emission Standards
(grams per brake horsepower-hour)
[grams per kilowatt-hour]⁽¹⁾

<u>Model Year</u>	<u>Engine Displacement</u>	<u>Durability Period</u>	<u>HC+NOx</u>	<u>Carbon Monoxide</u>
<u>2007 - 2009</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>1.5</u> <u>[2.0]</u>	<u>4.8</u> <u>[6.4]</u>
<u>2007 - 2009</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>1.0</u> <u>[1.3]</u>	<u>8.3</u> <u>[11.1]</u>
<u>2007 - 2009</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.6</u> <u>[0.8]</u>	<u>15.4</u> <u>[20.6]</u>
<u>2007 - 2009</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.4</u> <u>[0.5]</u>	<u>15.4</u> <u>[20.6]</u>
<u>2007 - 2009</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.2</u> <u>[0.3]</u>	<u>15.4</u> <u>[20.6]</u>
<u>2007 - 2009</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.1</u> <u>[0.1]</u>	<u>15.4</u> <u>[20.6]</u>
<u>2010 and subsequent</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.4</u> <u>[0.5]</u>	<u>15.4</u> <u>[20.6]</u>
<u>2010 and subsequent</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.2</u> <u>[0.3]</u>	<u>15.4</u> <u>[20.6]</u>
<u>2010 and subsequent</u>	<u>> 1.0 liter</u>	<u>5000 hours or 7 years</u>	<u>0.1</u> <u>[0.1]</u>	<u>15.4</u> <u>[20.6]</u>

Note: (1) Pollutant emissions reported to ARB by manufacturers must be in grams per kilowatt-hour.

(B) Field Testing Standards. The field testing standards for optional emission standard off-road large spark-ignition engines shall be 140 percent of the corresponding OLES HC+NOx standard and 150 percent of the corresponding OLES CO standard, rounded to the nearest tenth of one gram, using the field testing procedures described in subpart F, Title 40 CFR Section 1048.101(c), as adopted July 13, 2005.

(23) Crankcase Emissions. No crankcase emissions shall be discharged into the ambient atmosphere from any new 2001 or later model year off-road LSI engines.

(4) Evaporative Emission Standards. Starting in the 2007 model year, engines over one liter that run on a volatile liquid fuel (such as gasoline), must meet the following evaporative emissions standards and requirements:

(A) Evaporative hydrocarbon emissions may not exceed 0.2 grams per gallon of fuel tank capacity when measured with the test procedures for evaporative emissions as described in subpart F, Title 40 Code of Federal Regulations (CFR) Sec.1048, as adopted July 13, 2005.

(B) For nonmetallic fuel lines, you must specify and use products that meet the Category 1 specifications in SAE J2260 (issued November 1996).

(C) Liquid fuel in the fuel tank may not reach boiling during continuous engine operation in the final installation at an ambient temperature of 30° C. Note that gasoline with a Reid vapor pressure of 62 kPa (9 psi) begins to boil at about 53° C.

(D) Design-based certification as described in subpart F, Title 40 CFR Sections 1048.105 and 1048.245, as adopted July 13, 2005, may be used instead of generating new emission data.

(c) Test Procedures. The test procedures for determining certification and compliance with the standards for exhaust emissions from new model year 2001 through 2006 off-road LSI engines with engine displacement greater than 1.0 liter sold in the state are set forth in “California Exhaust Emission Standards and Test Procedures for New 2001 and Later through 2006 Off-Road Large Spark-ignition Engines, Parts I and II,” adopted September 1, 1999, and as last amended March 2, 2007. The test procedures for determining certification and compliance with the standards for exhaust and evaporative emissions from new model year 2007 through 2009 off-road LSI engines with engine displacement greater than 1.0 liter sold in the state are set forth in “California Exhaust and Evaporative Emission Standards and Test Procedures for New 2007 through 2009 Off-Road Large Spark-ignition Engines (2007-2009 Test Procedure 1048),” adopted March 2, 2007. The test procedures for determining certification and compliance with the standards for exhaust and evaporative emissions from new model year 2010 and subsequent off-road LSI engines with engine displacement greater than 1.0 liter sold in the state are set forth in “California Exhaust and Evaporative Emission Standards and Test Procedures for New 2010 and Later Off-Road Large Spark-ignition Engines (2010 and Later Test

Procedure 1048),” adopted March 2, 2007. The test procedures for determining compliance with the standards for exhaust and evaporative emissions for new model year 2007 and subsequent off-road LSI engines with engine displacement greater than 1.0 liter sold in the state are set forth in the “California Exhaust and Evaporative Emission Standards and Test Procedures for New 2007 and Later Off-Road Large Spark-Ignition Engines (Test Procedures 1065 and 1068)”, adopted March 2, 2007.

(d) The test procedures for determining certification and compliance with the standards for exhaust emissions from new off-road LSI engines with engine displacement equal to or less than 1.0 liter sold in the state are set forth in “California Exhaust Emission Standards and Test Procedures for 1995-2004 and Later Small Off-Road Engines,” as last amended ~~March 23, 1999~~ July 26, 2004 or “California Exhaust Emission Standards and Test Procedures for 2005 and Later Small Off-Road Engines,” adopted July 26, 2004.

(e) Replacement Engines Replacement Engines.

(1) [Reserved]

(2) (A) Beginning in 2004, a new off-road large spark-ignition engine intended solely to replace an engine in a piece of off-road equipment that was originally produced with an engine manufactured prior to the applicable implementation date as described in paragraph (b), shall not be subject to the emissions requirements of paragraph (b) provided that:

(i) The engine manufacturer has ascertained that no engine produced by itself or the manufacturer of the engine that is being replaced, if different, and certified to the requirements of this article, is available with the appropriate physical or performance characteristics to repower the equipment; and

(ii) Unless an alternative control mechanism is approved in advance by the Executive Officer, the engine manufacturer or its agent takes ownership and possession of the engine being replaced; and

(iii) The replacement engine is clearly labeled with the following language, or similar alternate language approved in advance by the Executive Officer:

THIS ENGINE DOES NOT COMPLY WITH CALIFORNIA OFF-ROAD OR ON-HIGHWAY EMISSION REQUIREMENTS. SALE OR INSTALLATION OF THIS ENGINE FOR ANY PURPOSE OTHER THAN AS A REPLACEMENT ENGINE IN AN OFF-ROAD VEHICLE OR PIECE OF OFF-ROAD EQUIPMENT WHOSE ORIGINAL ENGINE WAS NOT CERTIFIED IS A VIOLATION OF CALIFORNIA LAW SUBJECT TO CIVIL PENALTY.

(B) At the beginning of each model year, the manufacturer of replacement engines must provide, by engine model, an estimate of the number of replacement engines it expects to produce for California for that model year.

(C) At the conclusion of the model year, the manufacturer must provide, by engine model, the actual number of replacement engines produced for California during the model year, and a description of the physical or performance characteristics of those models that indicate that certified replacement engine(s) were not available as per paragraph (A).

NOTE: Authority cited: Sections 39600, 39601, 43013, 43018, 43101, 43102 and 43104, Health and Safety Code. Reference: Sections 43013, 43017, 43018, 43101, 43102, 43104, 43105, 43150, 43151, 43152, 43153, 43154, 43205.5, and 43210, 43210.5, 43211 and 43212, Health and Safety Code.

2434. Emission Control Labels - 2001 and Later Off-Road Large Spark-ignition Engines

(a) ~~Purpose.~~ Purpose. [No Change]

(b) ~~Applicability.~~ Applicability. [No Change]

(c) ~~Label Content and Location.~~ Label Content and Location.

(1) A tune-up label made of a permanent material must be welded, riveted or otherwise permanently attached to the engine block or other major component in such a way that it will be readily visible after installation of the engine in the equipment. If the equipment obscures the label on the engine, the equipment manufacturer must attach a supplemental label such that it is readily visible.

(2) In selecting an acceptable location, the manufacturer must consider the possibility of accidental damage (e.g., possibility of tools or sharp instruments coming in contact with the label). Each label must be affixed in such a manner that it cannot be removed without destroying or defacing the label, and must not be affixed to any part which is likely to be replaced during the equipment's useful life. The label(s) must not be affixed to any component which is easily detached from the engine.

(3) In addition, an engine serial number and date of engine manufacture (month and year) must be stamped on the engine block or stamped on a metal label riveted or permanently attached to the engine block. Engine manufacturers must keep records such that the engine serial number can easily be used to determine if an engine was certified for the applicable model year. Alternative engine serial number identification methods or tracking number may be allowed with prior approval from the Executive Officer.

(4) The label must be in the English language and use block letters and numerals which must be of a color that contrasts with the background of the label.

(5) The label must contain the following information:

(A) The label heading must read:

“Important Engine Information.”

(B) Full corporate name and trademark of the manufacturer.
(C) "THIS ENGINE IS CERTIFIED TO OPERATE ON (specify operating fuel(s))."

(D) Identification of the Exhaust Emission Control System.

Abbreviations may be used and must conform to the nomenclature and abbreviations found in the Society of Automotive Engineers document J1930 which is incorporated by reference in Section 1977, Title 13, CCR, entitled "Electrical/Electronic Systems Diagnostic Terms, Definitions, Abbreviations, and Acronyms."

(E) The maintenance specifications and adjustments recommended by the engine manufacturer, including, as applicable: spark plug gap width, valve lash, ignition timing, idle air/fuel mixture setting procedure and value (e.g., idle CO, idle speed drop), and high idle speed. These specifications must indicate the proper transmission position, (if applicable), during tune-up and what accessories, if any, should be in operation, and what systems, if any (e.g., vacuum advance, air pump), should be disconnected during the tune-up. If the manufacturer does not recommend adjustment of the foregoing specifications, the manufacturer must include in lieu of the "specifications" the single statement "No other adjustments needed." For all engines, the instructions for tune-up adjustments must be sufficiently clear on the label to preclude the need for a mechanic or equipment owner to refer to another document in order to correctly perform the adjustments.

(F) Any specific fuel or engine lubricant requirement (e.g., research octane number, engine lubricant type).

(G) An unconditional statement of compliance with the appropriate model year (for 2001-2003) or (2004 and subsequent) California regulations; for example, "This engine conforms to 2002 California regulations for off-road large spark-ignition engines and is certified to 3.0 g/bhp-hr HC+NOx and 37 g/bhp-hr CO." or "This engine conforms to 2006~~7~~ California regulations for off-road large spark-ignition engines and is certified to 0.8 g/kW-hr [0.6 g/bhp-hr] HC+NOx and 20.6 g/kW-hr [15.4 g/bhp-hr] CO."

(H) Total engine displacement (in cubic inches and/or liters) of the engine upon which the engine label is attached.

(I) The engine family identification (i.e., engine family name and manufacturer's own engine group/code).

(6) (A) The manufacturer of any engine certified with a clean fuel (i.e. natural gas) must at the time of engine manufacture, affix a permanent legible label specifying the appropriate operating fuel(s).

(B) The label must be located immediately adjacent to each fuel tank filler inlet and outside of any filler inlet compartment. It must be located so that it is readily visible to any person introducing fuel to such filler inlet; provided, however, that the Executive Officer must upon application from an engine manufacturer, approve other label locations that achieve the purpose of this paragraph. If the engine is manufactured separately from the equipment, the label must be affixed to the engine and located so that it is readily visible. Such labels must be in English and in block letters which must be of a color that contrasts with their background.

(d) through (l) [No Change]

NOTE: Authority cited: Sections 39600, 39601, 43013, 43018, 43101, 43102 and 43104, Health and Safety Code. Reference: Sections 43013, 43017, 43018, 43101, 43102, 43104, 43105, 43150, 43151, 43152, 43153, - 43154, 43205.5, and 43210, 43210.5, 43211 and ~~43212~~, Health and Safety Code.

§ 2438. In-Use Compliance Program

(a) through (d) [No Change]

(e)(1) through (e)(6) [No Change]

(e)(7) Credit Calculation.

(A) For each participating engine family, emission credits (positive or negative) are to be calculated according to the following equation and rounded, in accordance with ASTM E29-93a, to the nearest gram. ASTM E29-93a has been incorporated by reference. Consistent units are to be used throughout the equation. The following equation is used to determine the credit status for an engine family whether generating positive or negative in-use emission credits:

$$\text{Credits (grams)} = \text{SALES} \times (\text{STD} - \text{CL}) \times \text{POWER} \times \text{AF} \times \text{LF} \times \text{UL}$$

Where:

SALES = the number of eligible sales tracked to the point of first retail sale in the U.S. for the given engine family during the model year.

STD = the emission standard or family emission level in g/bhp-hr or g/kW-hr, as appropriate and as noted in California Code of Regulations, Title 13, Section 2433.

CL = compliance level of the in-use testing in g/bhp-hr or g/kW-hr, as appropriate and as approved by ARB.

UL= useful life in hours (5000 hours for engines with displacement) greater than 1.0 liter.

Power = the average power of an engine family in bhp or kW (sales weighted). The power of each configuration is the rated output in horsepower as determined by SAE J1349 (June 1995) or J1995 (June 1995), as applicable. These procedures have been incorporated by reference.

LF = Load factor; Fraction of rated engine power utilized in-use (0.32 for engines with displacement greater than 1.0 liter.

AF = adjustment factor for the number of tests conducted, as determined from the following table, except that when a manufacturer concedes failure before completion of testing, the adjustment factor shall be 1.0:

Number of Engines Tested	Adjustment Factor
2*, 4	0.5
6	0.75
8	0.9
10	1.0

*Small volume manufacturer

(B) [No Change]

(e)(8) through (e)(10) [No Change]

NOTE: Authority cited: Sections 39600, 39601, 43013, 43018, 43101, 43102 and 43104, Health and Safety Code. Reference: Sections 43013, 43017, 43018, 43101, 43102, 43104, 43105, 43150, 43151, 43152, 43153, 43154, 43205.5, ~~and~~ 43210, 43210.5, 43211 ~~and~~ 43212, Health and Safety Code.

Adopt Article 2, Large Sparks Ignition (LSI) Engine Fleet Requirements, within Chapter 15, Division 3, Title 13, California Code of Regulations, and new sections 2775, 2775.1, and 2775.2 to read:

Article 2. Large Spark-Ignition (LSI) Engine Fleet Requirements

Section 2775. Applicability.

- (a) *General Applicability.* This article applies to operators of off-road large spark-ignition (LSI) engine forklifts, sweepers/scrubbers, industrial tow tractors or airport ground support equipment operated within the State of California in the conduct of business with:
- (1) 25 horsepower or more (greater than 19 kilowatts for 2005 and later model year engines), and
 - (2) greater than 1.0 liter displacement.
- (b) *Exemptions.*
- (1) Small Fleets as defined in subsection (d).
 - (2) Rental or leased equipment operated in California no more than 30 aggregated calendar days per year shall be exempt from the requirements of this article.
 - (3) Off-road military tactical vehicles or equipment exempt from regulation under the federal national security exemption, 40 CFR, subpart J, section 90.908, are exempt from the requirements of this article. Vehicles and equipment covered by the definition of military tactical vehicle that are commercially available and for which a federal certificate of conformity has been issued under 40 CFR Part 90, subpart B, shall also be exempt from the requirements of this article.
 - (4) Each part of this article is severable, and in the event that any part of this chapter or article is held to be invalid, the remainder of the article shall remain in full force and effect.
- (c) *Definitions.* The definitions in Section 1900 (b), Chapter 1, and Section 2431 (a), Chapter 9 of Title 13 of the California Code of Regulations apply to this article. In addition, the following definitions apply to this article:
- “Aggregated Operations” means all of an operator’s California facilities for which equipment purchasing decisions are centrally made. Facilities that budget and make equipment purchasing decisions independent of a government or corporate headquarters are assumed to be independent and therefore are not required to be aggregated for the purpose of determining fleet size.

“Agricultural Crop Preparation Services” means packinghouses, cotton gins, nut hullers and processors, dehydrators, feed and grain mills, and other related activities that fall within the United States Census Bureau NAICs (North American Industry Classification System) definition for Industry 115114 – “Postharvest Crop Activities,” as published in the North American Industry Classification System – United States, 2002.

“Airport Ground Support Equipment,” “Ground Service Equipment,” or “GSE” means any large spark-ignition engine or electric-powered equipment contained in the 24 categories of equipment included in section B.3. of Appendix 2 of the South Coast Ground Support Equipment Memorandum of Understanding, dated November 27, 2002. Specifically included in this definition are those categories of GSE equipment designed for on-road use, but not licensed for on-road use (“On-Road Equivalent” GSE).

“Baseline Inventory” means an inventory of equipment as defined in this subdivision that reflects all equipment owned at the time of the inventory.

“Certification Standard” means the level to which an LSI engine is certified, in grams per kilowatt-hour of hydrocarbon and oxides of nitrogen, combined, as identified in an Executive Order (EO) issued by the Executive Officer of the California Air Resources Board.

“Dehydrators” means sun drying of fruits, vegetables, tomatoes, dates, prunes, raisins and olives, or artificially drying and dehydrating fruits, vegetables, tomatoes, dates, prunes, raisins, grapes, and olives.

“Emission Control System” means any device or system employed with a new or in-use off-road LSI-engine vehicle or piece of equipment that is intended to reduce emissions. Examples of LSI emission control systems include, but are not limited to, closed-loop fuel control systems, fuel injection systems, three-way catalysts, and combinations of the above.

“Equipment” or “Pieces of Equipment” means one or more forklifts, industrial tow tractors, sweeper/scrubbers, or pieces of airport ground support equipment as defined in this section.

“Executive Officer” means the Executive Officer of the California Air Resources Board, or his or her delegate.

“Executive Order” means a document signed by the Executive Officer that specifies the standard to which a new LSI engine is certified or the level to which an LSI retrofit emission control system is verified.

“Facility” means any structure, appurtenance, installation, and improvement on land that operates and/or garages one or more pieces of equipment.

“Facility Sample” means the selection of one or more individual facilities from an operator’s California facilities for comparison to the operator’s aggregate fleet inventory for fleet average calculation.

“Fleet Average Emission Level” means the arithmetic mean of the combined hydrocarbon plus oxides of nitrogen emissions certification standard or verification absolute emissions level for each piece of applicable equipment comprising an operator’s fleet. For the purposes of calculating the fleet average, electric-powered equipment shall be considered to have combined hydrocarbon plus oxides of nitrogen emissions level of zero (0). Electric-powered equipment of less than 19 kilowatts shall be allowed to be included in the fleet average calculation provided that the operator can demonstrate that the equipment performs the work equivalent of an LSI engine-powered piece of equipment. For the purposes of calculating the fleet average for a non-forklift fleet, each piece of On-Road Equivalent GSE shall be considered to have a combined hydrocarbon plus oxides of nitrogen emissions level as follows: 1.1 g/bhp-hr (1.5 g/kW-hr) for purposes of determining compliance with the 1/1/2009 standard; 0.8 g/bhp-hr (1.1 g/kW-hr) for purposes of determining compliance with the 1/1/2011 standard; and 0.7 g/bhp-hr (0.9 g/kW-hr) for purposes of determining compliance with the 1/1/2013 standard. For the purpose of calculating the fleet average, fleet operators shall be permitted to exclude at their discretion any electric-powered equipment that could otherwise be used to lower the LSI fleet’s average emission level.

“Forklift” means an electric Class 1 or 2 rider truck or a large spark-ignition engine-powered Class 4 or 5 rider truck as defined by the Industrial Truck Association. Electric Class 3 trucks are not forklifts for the purposes of this regulation.

“Industrial Tow Tractor” means an electric or large spark-ignition engine-powered Class 6 truck as defined by the Industrial Truck Association. Industrial tow tractors are designed primarily to push or pull non-powered trucks, trailers, or other mobile loads on roadways or improved surfaces. Industrial tow tractors are commonly referred to as tow motors or tugs. Industrial tow tractors are distinct from airport ground support equipment tugs for the purposes of this regulation.

“Label” means a permanent material that is welded, riveted or otherwise permanently attached to the engine block or other major component in such a way that it will be readily visible after installation of the engine in the equipment. If the equipment obscures the label on the engine, the equipment manufacturer must attach a supplemental label such that it is readily visible. The label will state the emission standard or verification absolute emissions level to which the engine or equipment was certified or verified.

“Large Fleet” means an operator’s aggregated operations in California of 26 or more pieces of equipment.

“Leased forklift” for use in agricultural crop preparation services means a forklift under a contract or agreement for a term or period of one year or more that may include an option to purchase the forklift.

“LSI Retrofit Emission Control System” means an emission control system employed exclusively with an in-use off-road LSI-engine vehicle or piece of equipment.

“Manufacturer” means the manufacturer granted new engine certification or retrofit emission control system verification.

“Medium Fleet” means an operator’s aggregated operations in California of 4 to 25 pieces of equipment.

“Memorandum of Understanding Signatories” or “MOU Signatories” means any of the airlines that entered into the South Coast Ground Support Equipment Memorandum of Understanding, dated November 27, 2002.

“Military tactical vehicles or equipment” means vehicles or pieces of equipment that meet military specifications, are owned by the U.S. Department of Defense and/or the U.S. military services or its allies, and are used in combat, combat support, combat service support, tactical or relief operations, or training for such operations.

[“Model Year” means the manufacturer’s annual production period, which includes January 1 of a calendar year or, if the manufacturer has no annual production period, the calendar year.]¹

[“New Engine” means an engine’s ownership has not been transferred to the ultimate consumer.]

“Non-forklift fleet” means an operator’s aggregated operations in California of four (4) or more sweeper/scrubbers, industrial tow tractors, or pieces of airport ground support equipment, alone or in combination.

“Nut hullers and processors” means facilities where nuts are received, hulled, aspirated, shelled, sized, stored, packaged and shipped. Facilities that blanch, slice, dice, roast, salt, or smoke nuts or nut meats are not included in the “nut hullers and processors” definition.

¹ Bracketed definitions are replicated for ease of use and presentation clarity from Section 1900 (b), Chapter 1, or Section 2431 (a), Chapter 9, of Title 13 of the California Code of Regulations.

["Off-Road Large Spark-ignition Engines" or "LSI Engines" means any engine that produces a gross horsepower of 25 horsepower or greater (greater than 19 kilowatts for 2005 and later model years) or is designed (e.g., through fueling, engine calibrations, valve timing, engine speed modifications, etc.) to produce 25 horsepower or greater (greater than 19 kilowatts for 2005 and later model years). If an engine family has models at or above 25 horsepower (greater than 19 kilowatts) and models below 25 horsepower (at or below 19 kilowatts), only the models at or above 25 horsepower (above 19 kilowatts) would be considered LSI engines. The engine's operating characteristics are significantly similar to the theoretical Otto combustion cycle with the engine's primary means of controlling power output being to limit the amount of air that is throttled into the combustion chamber of the engine. LSI engines or alternate fuel-powered LSI internal combustion engines are designed for powering, but not limited to powering, forklift trucks, sweepers, generators, and industrial equipment and other miscellaneous applications. All engines and equipment that fall within the scope of the preemption of Section 209(e)(1)(A) of the Federal Clean Air Act, as amended, and as defined by regulation of the Environmental Protection Agency, are specifically excluded from this category. Specifically excluded from this category are: 1) engines operated on or in any device used exclusively upon stationary rails or tracks; 2) engines used to propel marine vessels; 3) internal combustion engines attached to a foundation at a location for at least 12 months; 4) off-road recreational vehicles and snowmobiles; and 5) stationary or transportable gas turbines for power generation.]

"Operator" means a person with legal right of possession and use of LSI engine equipment other than a person whose usual and customary business is the rental or leasing of LSI engine equipment. Operator includes a person whose usual and customary business is the rental or leasing of LSI engine equipment for any LSI engine equipment not solely possessed or used for rental or leasing.

"Rental forklift" for use in agricultural crop preparation services means a forklift under a contract or agreement for a term or period of less than one year that may include an option to renew the contract or agreement.

"Repower" means a new or remanufactured engine and parts offered by the OEM or by a non-OEM rebuilder that has been demonstrated to the ARB to be functionally equivalent from a durability standpoint to the OEM engine and components being replaced.

"Retrofit" means the application of an emission control system to a non-new LSI engine.

"Serial Number" means an engine serial number and date of engine manufacture (month and year) that are stamped on the engine block or stamped on a metal label riveted or permanently attached to the engine block. Engine manufacturers

must keep records such that the engine serial number can easily be used to determine if an engine was certified for the applicable model year, and beginning January 1, 2007, the standard to which the engine was certified.

“Small Fleet” means an operator’s aggregated operations in California of 1 to 3 forklifts and/or 1 to 3 pieces of non-forklift equipment.

“Sweeper/scrubber” means an electric or large spark-ignition engine-powered piece of industrial floor cleaning equipment designed to brush and vacuum up small debris and litter or scrub and squeegee the floor, or both.

“Specialty Equipment” means a piece of equipment with unique or specialized performance capabilities that allow it to perform prescribed tasks and as approved by the Executive Officer.

[“Ultimate Purchaser” means the first person who in good faith purchases a new LSI engine or equipment using such engine for purposes other than resale.]

“Uncontrolled LSI Engine” means pre-2001 uncertified engines and 2001-2003 certified uncontrolled LSI engines. The default emission rate for an uncontrolled LSI engine is 16.0 grams per kilowatt-hour of hydrocarbon plus oxides of nitrogen.

“Verification” means a determination by the Executive Officer that the LSI emission control system meets the requirements of this Procedure. This determination is based on both data submitted or otherwise known to the Executive Officer and engineering judgement.

“Verification Level” means one of four emission reduction classifications that apply to the performance capability of retrofit emission control systems as described in Title 13, California Code of Regulations, Section 2782(f), Table 1, as set forth in Table 1:

Table 1. LSI Engine Retrofit System Verification Levels

<i>Classification</i>	<i>Percentage Reduction (HC+NOx)</i>	<i>Absolute Emissions (HC+NOx)</i>
LSI Level 1 ⁽¹⁾	> 25% ⁽²⁾	Not Applicable
LSI Level 2 ⁽¹⁾	> 75% ⁽³⁾	3.0 g/bhp-hr ⁽³⁾ (4.0 g/kW-hr)
LSI Level 3a ⁽¹⁾	> 85% ⁽⁴⁾	0.5, 1.0, 1.5, 2.0, 2.5 g/bhp-hr (0.7, 1.3, 2.0, 2.7, 3.4 g/kW-hr)
LSI Level 3b ⁽⁵⁾	Not Applicable	0.5, 1.0, 1.5, 2.0 g/bhp-hr (0.7, 1.3, 2.0, 2.7 g/kW-hr)

Notes:

- ⁽¹⁾ Applicable to uncontrolled engines only
- ⁽²⁾ The allowed verified emissions reduction is capped at 25% regardless of actual emission test values
- ⁽³⁾ The allowed verified reduction for LSI Level 2 is capped at 75% or 3.0 g/bhp-hr (4.0 g/kW-hr) regardless of actual emission test values
- ⁽⁴⁾ Verified in 5% increments, applicable to LSI Level 3a classifications only
- ⁽⁵⁾ Applicable to emission-controlled engines only

NOTE: Authority cited: Sections 39600, 39601, 43013, and 43018, Health and Safety Code.
Reference: Sections 43013, 43017, and 43018, Health and Safety Code.

Section 2775.1. Standards.

- (a) Operators of forklift and/or non-forklift fleets shall first determine the size of their fleets, using the equipment definitions in Section 2775. Then, except as provided in subdivisions (c), (d), (e), and (f), operators of medium and large forklift fleets and operators of non-forklift fleets with more than three pieces of equipment shall comply with the fleet average emission level standards in Table 2 by the specified compliance dates.

**Table 2: Fleet Average Emission Level Standards
in grams per kilowatt-hour (brake-horsepower-hour)
of hydrocarbons plus oxides of nitrogen**

Fleet Type	Initial Compliance Date		
	1/1/2009	1/1/2011	1/1/2013
Large Forklift Fleet	3.2 (2.4)	2.3 (1.7)	1.5 (1.1)
Medium Forklift Fleet	3.5 (2.6)	2.7 (2.0)	1.9 (1.4)
Non-forklift Fleet	4.0 (3.0)	3.6 (2.7)	3.4 (2.5)

- (1) Fleet operators subject to the fleet average provisions shall include in their fleet average calculations any piece of equipment that the operator has rented or leased or reasonably expects to rent or lease for a period of one year or more.
- (2) Fleet operators may exclude from the fleet average calculation uncontrolled 2003 and 2004 model year rental equipment (if the equipment is rented for a period of less than one year) until January 1, 2010.
- (3) In addition to the provisions of (a)(2) above, fleet operators may exclude from the fleet average calculation rental or leased equipment if:
 - (A) the rental or lease is for a period of less than one year, and
 - (B) the rental or lease component comprises no more than 20 percent of the operator's equipment at any time, and
 - (C) the equipment rented or leased during the period from January 1, 2009 through December 31, 2010 is controlled to a 4.0 g/kW-hr (3.0 g/bhp-hr) standard or better and equipment rented or leased on or after January 1, 2011 is controlled to a 2.7 g/kW-hr (2.0 g/bhp-hr) standard or better.
- (4) Fleet operators shall comply with the applicable fleet average standard in Table 2 with the following exceptions:
 - (A) if through business expansion, a fleet meets the definition of a larger size category, the fleet may continue to comply with the applicable fleet

standard for the initial size category until the subsequent compliance date, at which time the fleet must meet the applicable fleet standard for the new fleet size category, or

- (B) if through retirement or other fleet size reduction mechanism the fleet would otherwise be required to comply with a less stringent fleet standard, then the less stringent fleet standard becomes effective immediately.
- (b) Operators of mixed fleets comprised of forklifts and non-forklift equipment shall determine fleet size individually for forklift fleets and non-forklift fleets; a mixed fleet with three or fewer forklifts and three or fewer non-forklift pieces of equipment shall be considered to be a small fleet.
- (c) Except as provided in subdivisions (d), (e), and (f), each operator of a forklift fleet used in agricultural crop preparation services shall address emissions from their uncontrolled forklifts engines as follows:
 - (1) by January 1, 2009, identify that portion of the owned 1990 and newer LSI forklift fleet for which retrofit emission control systems have been verified and control 20 percent of that portion as prescribed in subdivision (d)(1)(D)(i) below; and
 - (2) by January 1, 2012, control 100 percent of the owned 1990 and newer LSI forklift fleet for which retrofit emission control systems have been verified as prescribed in subdivision (d)(1)(D)(i) below.
- (3) Operators of fleets used in agricultural crop preparation services may exclude from their LSI forklift fleet:
 - (A) leased forklifts provided the forklifts meet a 4.0 g/kW-hr (3.0 g/bhp-hr) standard or better. Forklifts under a lease agreement that was initiated prior to May 25, 2006 may also be excluded from the 4.0 g/kW-hr standard for the life of the lease, or until January 1, 2010, whichever is earlier, and
 - (B) rental forklifts rented on or after January 1, 2009, provided the forklifts meet a 4.0 g/kW-hr standard or better. Forklifts with an uncontrolled 2003 or 2004 model year engine may be excluded from the requirements of this subpart until January 1, 2010.
- (d) *Limited Hours of Use Provisions.*
 - (1) Forklift and non-forklift equipment in medium and large fleets shall be exempted from the provisions of subdivision (a) of this section provided that:

- (A) the equipment is used, on average over any three year period, less than 251 hours per year, and
 - (B) the equipment is equipped with an operational hours of use meter, and
 - (C) the operator maintains hours of use records for the piece of equipment at a facility, and
 - (D) the operator addresses the emissions by January 1, 2011, through option (i) or (ii) below:
 - (i) retrofit or repower the equipment to a Level 2 or Level 3 verification level as described in Title 13, California Code of Regulations, Section 2782 (f), or
 - (ii) retire the equipment or replace the equipment with a new or used piece of equipment certified to a 4.0 g/kW-hr (3.0 g/bhp-hr) hydrocarbon plus oxides of nitrogen standard.
- (2) Forklifts used in agricultural crop preparation services fleets shall be exempted from the provisions of subdivision (c) of this section provided that they meet the requirements of subdivisions (d)(1)(A) through (d)(1)(C).
- (e) *Specialty Equipment Exemption.*
- (1) Forklift and non-forklift specialty equipment shall be exempt from the requirements of subdivisions (a) through (c) of this section provided that:
- (A) the replacement cost exceeds the replacement cost of a “typical” piece of equipment from that category by 50 percent or the retrofit cost exceeds the “typical” retrofit cost of a piece of equipment from that category by 100 percent, and
 - (B) they meet the requirements of subdivisions (d)(1)(A) through (d)(1)(C), and
 - (C) the Executive Officer approves the listing of the piece of equipment as specialty equipment.
- (f) *Alternate Compliance Option for Operators of Fleets used in Agricultural Crop Preparation Services.*
- (1) Operators of forklift fleets used in agricultural crop preparation services shall be exempted from the provisions of subdivision (c) of this section provided that the forklift fleet complies with a 4.0 g/kW-hr (3.0 g/bhp-hr) fleet average emission level.

- (g) *Use of Experimental Emission Control Strategies.*
- (1) An operator may use an experimental emission control strategy provided by or operated by the manufacturer in no more than ten percent of his total fleet for testing and evaluation purposes. The operator shall keep documentation of this use in records as specified in Section 2775.2(b).
- (h) *Severability.* If any provision of this section or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the section that can be given effect without the invalid provision or application, and to this end the provisions of this section are severable.

NOTE: Authority cited: Sections 39600, 39601, 43013, and 43018, Health and Safety Code. Reference: Sections 43013, 43017, and 43018, Health and Safety Code.

Section 2775.2. Compliance Requirements for Fleet Operators.

- (a) Fleet operators subject to the fleet average emission level requirements contained in Table 2 of section 2775.1(a) shall conduct a baseline inventory of their fleet within six months of [insert operative date of regulations after filing with Secretary of State] and shall maintain records at their facilities of their baseline inventory and subsequent inventories indicating accessions and retirements until June 30, 2016.
- (b) At a minimum, fleet operators subject to the fleet average emission level requirements contained in Table 2 of section 2775.1(a) shall record and maintain on file at their facilities, information on the equipment type, make, model, serial number, and emission certification standard or retrofit verification level. Fleet operators shall also maintain on file, for a period of three years, information on the quality of propane fuel they purchased for their fleet that includes a written statement, product delivery ticket, or receipt from the fuel supplier, if obtainable, that the fuel supplied to the operator meets all applicable state and federal laws for use in their engines. Operators that maintain multiple facilities may aggregate the records at a centralized facility or headquarters. Records for all equipment at all facilities shall be made available to the Air Resources Board within 30 calendar days upon request. Compliance staff may then select a facility sample for inspection purposes.
- (c) Medium and large fleets shall be required to demonstrate at any time between January 1, 2009 and December 31, 2015, based on actual inventory, and reconciled against inventory records, that they meet the applicable fleet average emission level standard in Section 2775.1(a).

- (d) Agricultural crop preparation services fleets shall be required to demonstrate at any time on or after January 1, 2009, based on actual inventory and reconciled against inventory records, that they have addressed their 1990 and newer uncontrolled LSI engines as prescribed in Section 2775.1(c).
- (e) *Compliance Extensions.* An operator may be granted an extension to a compliance deadline specified in Section 2775.1 for one of the following reasons:
 - (1) Compliance Extension based on No Verified Retrofit Emission Control System.
 - (A) If the Executive Officer has not verified a retrofit emission control system, or if one is not commercially available for a particular engine and equipment combination, the Executive Officer may grant a one-year extension in compliance if prior to each compliance deadline specified in subsections (a), (c), and (d), the Executive Officer finds that insufficient numbers of retrofit emission control systems are projected to be available.
 - (2) Compliance Extensions for GSE.
 - (A) Compliance Extension based on no Verified or Commercially Available Retrofit Emission Control Systems for GSE. GSE of model year 1990 or newer with an uncontrolled LSI engine for which there is no verified retrofit as of January 1, 2007, or for which such verified retrofits are not commercially available by that date, shall be excluded from the GSE fleet average emission level standards contained in section 2775.1(a) until January 1, 2011. GSE of model year 1990 or newer with an uncontrolled LSI engine for which there is still no verified retrofit as of January 1, 2009, or for which such verified retrofits are not commercially available by that date, shall be excluded from the GSE fleet average emission level standards contained in section 2775.1(a) until January 1, 2013.
 - (B) Other Compliance Extensions for GSE. Operators may apply to the Executive Officer for an initial compliance extension of up to two years and one or more compliance extension renewals of up to one year in circumstances other than those addressed in subsection 2(A) above. The Executive Officer shall grant such applications if the applicant has made a good faith effort to comply with the fleet average emission level standards contained in section 2775.1(a) in advance of the compliance dates contained in the same section and documents either that it meets one of the following criteria independently, or that, when considering any combination of the criteria, the documentation justifies granting the application:
 - (i) due to conditions beyond the reasonable control of the applicant, sufficient numbers of tested and reliable emission-controlled GSE

are not projected to be available at a commercially reasonable cost;

- (ii) due to conditions beyond the reasonable control of the applicant, use of available emission-controlled GSE would result in significant operational or safety issues;
- (iii) any other criterion that reasonably relates to whether the application should be granted.

(C) Compliance extensions granted under subsections (e)(2)(A) and (e)(2)(B) shall not extend beyond January 1, 2013. After January 1, 2013, all uncontrolled GSE shall be included in calculations for determining compliance with the GSE fleet average emission level standards contained in section 2775.1(a).

(3) If an extension to the compliance deadline is granted by the Executive Officer, the operator shall be deemed to be in compliance as specified by the Executive Officer's authorization.

(f) *Continuous Compliance.* An operator is required to keep his equipment in compliance with this regulation, once it is in compliance, so long as the operator is operating the equipment in California.

(g) *Severability.* If any provision of this section or the application thereof to any person or circumstance is held invalid, such invalidity shall not affect other provisions or applications of the section that can be given effect without the invalid provision or application, and to this end the provisions of this section are severable.

NOTE: Authority cited: Sections 39600, 39601, 43013, and 43018, Health and Safety Code. Reference: Sections 43013, 43017, and 43018, Health and Safety Code.

Adopt Article 3, Verification Procedure, Warranty, and In-Use Compliance Requirements for Retrofits to Control Emissions from Off-Road Large Spark-Ignition Engines, Chapter 15, Division 3, Title 13, California Code of Regulations, and new sections 2780 through 2789, to read as follows:

Article 3. Verification Procedure, Warranty, and In-Use Compliance Requirements for Retrofits to Control Emissions from Off-Road Large Spark-Ignition Engines.

§ 2780. Applicability and Purpose.

These procedures apply to LSI retrofit emission control systems, which, through the use of sound principles of science and engineering, control emissions of hydrocarbons (HC) and oxides of nitrogen (NOx) from off-road large spark-ignition (LSI) engines. These systems may include but are not limited to, closed-loop fuel control systems, fuel injection systems, and three-way catalysts. These procedures are not applicable to retrofit strategies that employ or make use of fuel additives.

The use of LSI retrofit emission control systems verified in accordance with this article may be a means of complying with other state board regulations applicable to the use of LSI engines, to the extent provided for in those regulations.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 39650-39675, 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, and 43204-43205.5 Health and Safety Code; Title 17 California Code of Regulations Section 93000.

§ 2781. Definitions.

(a) The definitions in Section 1900(b), Chapter 1, Title 13 of the California Code of Regulations are incorporated by reference herein. The following definitions shall govern the provisions of this chapter:

- (1) "Applicant" means the entity that has applied for or has been granted verification under this Procedure
- (2) "Average" means the arithmetic mean.
- (3) "Baseline" means: (i) for uncontrolled engines, the emission levels from the engine as tested without the LSI retrofit emission control system implemented using the test cycle specified in this verification procedure; and (ii) for certified engines, the emission standards to which the engine was certified.
- (4) "Certified engine" means an engine manufactured in compliance with ARB or EPA emission standards.
- (5) "Durability" means the ability of the applicant's LSI retrofit emission control system to maintain a level of emissions at or below its verification emission level and maintain its physical integrity over the durability

periods specified in these regulations. The minimum durability demonstration periods contained herein are not necessarily meant to represent the entire useful life of the LSI retrofit emission control system in actual service.

- (6) "Emergency Engine Repair" means repair conducted outside of normal scheduled maintenance that is required for the safe operation of the equipment.
- (7) "Emission Control Group" means a set of LSI engines and applications determined by parameters that affect the performance of a particular LSI retrofit emission control system. The exact parameters depend on the nature of the LSI retrofit emission control system and may include, but are not limited to, baseline or certification levels of engine emissions, combustion cycle, displacement, aspiration, horsepower rating, duty cycle, exhaust temperature profile, and fuel composition. An applicant could specify an emission control group to be comprised of engines from several different engine families, applications and equipment manufacturers. Verification of an LSI retrofit emission control system and the extension of existing verifications is done on the basis of emission control groups.
- (8) "Executive Officer" means the Executive Officer of the Air Resources Board or the Executive Officer's designee.
- (9) "Executive Order" means the document signed by the Executive Officer that specifies the verification level or percentage reduction of an LSI retrofit emission control system for an emission control group and includes any enforceable conditions and requirements necessary to support the designated verification.
- (10) "Hot Start" means the start of an engine within four hours after the engine is last turned off.
- (11) "LSI retrofit emission control system" means any device or system employed with an in-use off-road LSI-engine vehicle or piece of equipment that is intended to reduce emissions. Examples of LSI retrofit emission control systems include, but are not limited to, closed-loop fuel control system, fuel injection system, three-way catalyts, and combinations of the above.
- (12) "LSI Retrofit Emission Control Group Name." See Section 2786(c)(2).
- (13) "Off-Road Large Spark-Ignition Engine" or "LSI Engine" means any spark ignition engine that produces a gross power of greater than 19 kilowatts (25 horsepower) or is designed (e.g., through fueling, engine calibrations, valve timing, engine speed modifications, etc.) to produce greater than 19 kW (>25 hp), and is used in an off-road vehicle or equipment that is not excluded below. If an engine family has models at or below 19 kW (25 hp) and models above 19 kW (25 hp), only the models above 19 kW (25 hp) would be considered LSI engines. A spark ignition engine's operating characteristics are significantly similar to the theoretical Otto combustion cycle with the engine's primary means of controlling power

output being to limit the amount of air and fuel that is throttled into the combustion chamber of the engine. LSI engines are designed for powering equipment applications including, but not limited to, forklift trucks, sweepers, generators, and industrial equipment and other miscellaneous applications. Specifically excluded from this category are: i) engines operated on or in any device used exclusively upon stationary rails or tracks; ii) engines used to propel marine vessels; iii) internal combustion engines attached to a foundation at a location for at least 12 months; iv) off-road recreational vehicles and snowmobiles; and v) stationary or transportable gas turbines for power generation.

- (14) “Off-Road Vehicle” or “Off-Road Equipment” means any non-stationary device, powered by an internal combustion engine or motor, used primarily off the highways to propel, move, or draw persons or property including any device propelled, moved, or drawn exclusively by human power. Examples include, but are not limited to, marine vessels, construction/farm equipment, industrial equipment, locomotives, small off-road engines, off-road motorcycles, and off-highway recreational vehicles.
- (15) “Otto Cycle Engine” means a type of engine with operating characteristics significantly similar to the theoretical Otto combustion cycle. The primary means of controlling power output in an Otto cycle engine is by limiting the amount of air and fuel that can enter the combustion chambers of the engine. As an example, gasoline-fueled and LPG engines are Otto cycle engines.
- (16) “Revoke” means to cancel the verification status of an LSI retrofit emission control system. If an LSI retrofit emission control system’s verification status is revoked by the Executive Officer, the applicant must immediately cease and desist selling the LSI retrofit emission control system to end-users.
- (17) “Verification” means that after the data submitted has been thoroughly evaluated and an engineering judgment has determined that an LSI Retrofit Emission Control System for installation on in-use equipment will meet the requirements of this procedure, an Executive Order is issued. This ensures the emissions reductions achieved by the control strategy are real and durable and production units in the field achieve reductions consistent with the verification procedure.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204, 43205, and 43205.5; Health and Safety Code.

§ 2782. Application Process.

- (a) *Overview.* Before submitting a formal application for the verification of an LSI retrofit emission control system for use with an emission control group, the applicant must submit a letter of intent with a proposed verification plan to ARB (pursuant to Section 2782(b)). To obtain verification, the applicant must conduct emissions reduction testing (pursuant to Section 2783), a durability demonstration with testing (pursuant to Section 2784), and a field demonstration (pursuant to Section 2785), and must submit the results along with comments and other information (pursuant to Sections 2786 and 2787) in an application to the Executive Officer, in the format shown in Section 2782(d). If the Executive Officer grants a verification of an LSI retrofit emission control system, he or she will issue an Executive Order to the applicant identifying the verified emission reduction and any conditions that must be met for the LSI retrofit emission control system to function properly. After the Executive Officer grants verification of an LSI retrofit emission control system, the applicant must provide a warranty, conduct in-use compliance testing of the system after having sold or leased a specified number of units, and report the results to the Executive Officer (pursuant to Section 2789). An LSI retrofit emission control system that employs two or more individual sub-systems or components must be tested and submitted for evaluation as one system.
- (b) *Proposed Verification Plan.* Before formally submitting an application for the verification of an LSI retrofit emission control system, the applicant must submit a proposed verification plan to ARB. The proposed verification plan should outline the applicant's plans for meeting the testing and other requirements. The Executive Officer shall use the information in the proposed plan to help determine the need for additional analyses and the appropriateness of allowing alternatives to the prescribed requirements and in determining whether the control strategy relies on sound principles of science and engineering. The proposed plan should include the following information:
- (1) Identification of the contact persons, phone numbers, names and addresses of the responsible party proposing to submit an application.
 - (2) Description of the LSI retrofit emission control system and principles of operation. A schematic depicting operation should be included as appropriate. It is the responsibility of the applicant to demonstrate that the product relies on sound principles of science and engineering to achieve emission reductions. The description of the LSI retrofit emission control system must include, at a minimum, the information described in section 2782(d), items 2 and 3.

- (A) If, after reviewing the description of the LSI retrofit emission control system, the Executive Officer determines that the applicant has not made a satisfactory demonstration that its product relies on sound principles of science and engineering to achieve emissions reductions, the Executive Officer shall notify the applicant of the determination in writing. The applicant may choose to withdraw from the verification process or submit additional materials and clarifications. The additional submittal must be received by the Executive Officer no later than 60 days from the date of the notification letter or the Executive Officer may suspend reviewing the proposed verification plan.
 - (B) If, after reviewing the additional submittal, the Executive Officer determines that the applicant has not yet made a satisfactory demonstration that its product relies on sound principles of science and engineering to achieve emission reductions, the review shall be suspended. If the Executive Officer has suspended reviewing the proposed verification plan, it may only be reactivated at the discretion of the Executive Officer.
 - (C) If at any time, the Executive Officer has reason to doubt the scientific or engineering soundness of a product, the Executive Officer may require the applicant to submit additional supporting materials and clarifications no later than 60 days from the date of the notification letter. If the additional submittal is not received by the Executive Officer by the deadline established in the notification letter, the review of the proposed verification plan may be suspended. In deciding whether to suspend reviewing the proposed verification plan the Executive Officer will review submittals as provided in subsection (B) above.
- (3) Preliminary parameters for defining emission control groups that are appropriate for the LSI retrofit emission control system. The Executive Officer will work with the applicant to determine appropriate emission control group parameters.
 - (4) The applicant's plan for meeting the requirements of Sections 2783-2786. Existing test data may be submitted for the Executive Officer's consideration. The proposed verification plan must focus on verification of the LSI retrofit emission control system for use with a single emission control group.

A brief statement that the applicant agrees to provide a warranty pursuant to the requirements of Section 2787.

- (c) *Executive Officer Review.* After an applicant submits a proposed verification plan, the Executive Officer shall determine whether the applicant has identified an appropriate testing procedure to support an application for verification and notify the applicant in writing that it may submit an application for verification. The Executive Officer may suggest modifications to the

proposed verification plan to facilitate verification of the LSI retrofit emission control system. All applications, correspondence, and reports must be submitted to:

Air Resources Board
9528 Telstar Avenue
El Monte, CA 91731

(d) *Application Format.* The application for verification of an LSI retrofit emission control system must follow the format shown below. If a section asks for information that is not applicable to the LSI retrofit emission control system, the applicant must indicate “not applicable.” If the Executive Officer concurs with the applicant’s judgment that a section is not applicable, the Executive Officer may waive the requirement to provide the information requested in that section.

1. Identification
 - 1.1 Identification of applicant, manufacturer, and product
 - 1.2 Identification of contact names for engineering or technical information of product or system
 - 1.3 Identification and description of the emission control group (see 2781 (a) (7) and 2783 (a))
 - 1.4 Identification of level of verification being sought
 - 1.4.1 Emissions reduction claim

2. LSI Retrofit Emission Control System Information
 - 2.1 General description of the LSI retrofit emission control system
 - 2.1.1 Discussion of principles of operation and system design
 - 2.1.2 Schematics depicting operation (as appropriate)
 - 2.2 Favorable operating conditions
 - 2.3 Unfavorable operating conditions (e.g., inappropriate duty cycle or application, geographical limitations, etc.) and associated reductions in performance
 - 2.4 Fuel and lubrication oil requirements (e.g., fuel specifications) and misfueling considerations (see 2783(d)(2), 2784(c2), 2786 (a) and (e)).
 - 2.5 Identification of failure modes and associated consequences
 - 2.6 Discussion of potential safety issues (e.g., *lack of proper maintenance, unfavorable operating conditions, etc.*)
 - 2.7 Installation requirements
 - 2.8 Maintenance requirements

3. LSI Retrofit Emission Control System and Emission Control Group Compatibility
 - 3.1 Compatibility with the engine
 - 3.1.1 Discussion on calibrations and design features that may vary from engine to engine
 - 3.1.2 Effect on overall engine performance
 - 3.1.3 Effect on fuel consumption
 - 3.1.4 Engine oil consumption considerations

- 3.2 Compatibility with the equipment/application
 - 3.2.1 Dependence of calibration and other design features on application characteristics
 - 3.2.2 Comparison of field data with operating conditions of equipment applications suitable for the LSI retrofit emission control group.

- 4. Testing Information
 - 4.1 Emission testing requirements
 - 4.1.1 Test facility identification
 - 4.1.2 Description of engine and equipment (*make, model year, engine family name, etc.*)
 - 4.1.3 Test procedure description (*-pre-conditioning period, test cycle, etc.*)
 - 4.1.4 Test fuel and lubrication oil (see 2783 (d))
 - 4.1.5 Test results and comments electronically submitted in comma-delimited columns in spreadsheet or text files
 - 4.2 Durability Demonstration requirements
 - 4.2.1 Test facility identification
 - 4.2.2 Description of field application (where applicable)
 - 4.2.3 Description of engine and equipment (*make, model year, engine family name, etc.*)
 - 4.2.4 Test procedure description (*field or bench, test cycle, etc.*)
 - 4.2.5 Test fuel and lubrication oil (see 2784 (c))
 - 4.2.6 Test results and comments electronically submitted in comma-delimited columns in spreadsheet or text files
 - 4.2.7 Summary of evaluative comments from third-party for in-field durability demonstration (*e.g., driver or fleet operator*)
 - 4.3 Field Demonstration requirements (where applicable)
 - 4.3.1 Field application identification
 - 4.3.2 Description of engine and equipment (*make, model year, engine family name, etc.*)
 - 4.3.3 Summary of evaluative comments on retrofit compatibility of the LSI retrofit emission control system with the equipment from third-party (*e.g., driver or fleet operator*)
 - 4.4 Alternative In-Use Compliance Test Procedure (where applicable)
 - 4.4.1 Description of the proposed alternative in-use test procedure
 - 4.4.2 Description of test equipment, including measurement accuracy and precision
 - 4.4.3 Description of advantages and limitations of the proposed alternative in-use test procedure
 - 4.4.4 Description of the emission correlation of the proposed alternative in-use test procedure with emission results from engine dynamometer test conducted for verification of the LSI retrofit emission control system

4.4.5 Test results and comments

5. References

6. Appendices

- 6.1 Laboratory test report information (*for all tests*)
 - 6.1.1 Actual laboratory test data
 - 6.1.2 Quality assurance and quality control information
- 6.2 Third-party letters or questionnaires describing in-field performance
- 6.3 LSI retrofit emission control system label
- 6.4 Owner's manual (as described in Section 2786 (e))
- 6.5 Other supporting documentation

(e) Within 30 days of receipt of the application, the Executive Officer shall notify the applicant whether the application is complete.

(f) Within 60 days after an application has been deemed complete, the Executive Officer shall determine whether the LSI retrofit emission control system merits verification and shall classify it as shown in Table 1. The applicant and the Executive Officer may mutually agree to a longer time period for reaching a decision, and the applicant may submit additional supporting documentation before a decision has been reached. The Executive Officer shall notify the applicant of the decision in writing and specify the classification level and the percentage reduction or absolute emissions and identify any terms and conditions that are necessary to support the verification.

Table 1. LSI Engine Retrofit System Verification Levels

<i>Classification</i>	<i>Percentage Reduction (HC+NOx)</i>	<i>Absolute Emissions (HC+NOx)</i>
LSI Level 1 ⁽¹⁾	> 25% ⁽²⁾	Not Applicable
LSI Level 2 ⁽¹⁾	> 75% ⁽³⁾	3.0 g/bhp-hr ⁽³⁾
LSI Level 3a ⁽¹⁾	> 85% ⁽⁴⁾	0.5, 1.0, 1.5, 2.0, 2.5 g/bhp-hr
LSI Level 3b ⁽⁵⁾	Not Applicable	0.5, 1.0, 1.5, 2.0 g/bhp-hr

Notes:

⁽¹⁾ Applicable to uncontrolled engines only

⁽²⁾ The allowed verified emissions reduction is capped at 25% regardless of actual emission test values

⁽³⁾ The allowed verified reduction for LSI Level 2 is capped at 75% or 3.0 g/bhp-hr regardless of actual emission test values

⁽⁴⁾ Verified in 5% increments, applicable to LSI Level 3a classifications only

⁽⁵⁾ Applicable to emission-controlled engines only

(g) **Extensions of an Existing Verification.** If the applicant has verified an LSI retrofit emission control system with one emission control group and wishes to extend the verification to include additional engines or equipment into the existing emission control group, or it wishes to include additional emission control groups, it may apply to do so using the original test data, additional test data, engineering justification and analysis, and any other information deemed necessary by the Executive Officer to address the differences between the emission control group already verified and the additional emission control group(s). Processing time periods follow sections (e) and (f) above.

(h) **Design Modifications.** If an applicant modifies the design of an LSI retrofit emission control system that has already been verified or is under consideration for verification by the Executive Officer, the modified version must be evaluated under this Procedure. The applicant must provide a

detailed description of the design modification along with an explanation of how the modification will change the operation and performance of the LSI retrofit emission control system. To support its claims, the applicant must submit additional test data, engineering justification and analysis, and any other information deemed necessary by the Executive Officer to address the differences between the modified and original designs. An applicant must have written approval from the Executive Officer prior to making any design modifications to an LSI retrofit emission control system that has already been verified or is under consideration for verification by the Executive Officer. Processing time periods follow sections (e) and (f) above.

- (i) *Treatment of Confidential Information.* Information submitted to the Executive Officer by an applicant may be claimed as confidential, and such information shall be handled in accordance with the procedures specified in Title 17, California Code of Regulations, Sections 91000-91022. The Executive Officer may consider such confidential information in reaching a decision on a verification application.
- (j) The Executive Officer may lower the verification level or revoke the verification status of a verified LSI retrofit emission control system later if there are serious errors, omissions or inaccurate information in the application for verification or supporting information which, if known at the time of verification, would have justified lowering the verification level or denying the application.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204, 43205, and 43205.5; Health and Safety Code.

§ 2783. Emissions Reduction Testing Requirements.

- (a) *Emission Control Group.* The applicant must identify the emission control group and test the LSI retrofit emission control system on representative engines from that emission control group. The applicant must identify the test engines, and equipment if applicable, by providing the engine family name, if available, make, model, and model year. The applicant must also describe equipment applications on which the LSI retrofit emission control system is intended to be used, by giving examples of in-use equipment, characterizing typical duty cycles, indicating any fuel requirements, and/or providing other application-related information.
- (b) *Engine Pre-conditioning.* All testing should be performed with the test engine in a proper state of maintenance. The applicant may tune-up or rebuild the test engine prior to, but not after, baseline testing, unless rebuilding the

engine is a part of the requirements for installation of the LSI retrofit emission control system.

(c) *LSI Retrofit System Pre-conditioning.* The engine or equipment installed with an LSI retrofit emission control system must be operated for a break-in period of between 25 and 100 hours before emission testing.

(d) *Test Fuel.*

(1) The test fuel used shall be consistent with the fuel specifications as outlined in the "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium- Duty Vehicles," as incorporated by reference in section 1961(d). If the engine is tested using the U.S. EPA test fuel, as outlined in 40 CFR Part 1065, the manufacturer shall demonstrate that the emission results are consistent with these Test Procedures.

(2) During all engine tests, the engine shall employ lubricating oil consistent with the engine manufacturer's specifications for that particular engine. These specifications shall be recorded and declared in the verification application.

(e) *Test Cycle.*

(1) *Systems verified prior to 2007.* Any LSI retrofit emission control system verified before January 1, 2007 must be tested using the steady-state test procedure (C2) set forth in the, "California Exhaust Emission Standards and Test Procedures for New 2001 through 2006 Off-Road Large Spark-Ignition Engines" as incorporated by reference in section 2433(c), or the U.S. EPA transient test procedure as set forth in 40 CFR Part 1048, Subpart F, as adopted July 13, 2005. For off-road engines used in constant-speed operation, the applicant must use the steady-state test procedure (D2) set forth in the "California Exhaust Emission Standards and Test Procedures for New 2001 through 2006 Off-Road Large Spark-Ignition Engines" as incorporated by reference in section 2433(c), or the U.S. EPA transient test cycle as outlined in 40 CFR Part 1048, Subpart F, as adopted July 13, 2005. The required test cycles are summarized in Table 2, below.

Table 2. Test Cycles for Emissions Reduction Testing

Test Type	LSI Retrofit System Verification Date	Off-Road (including portable engines)	Off-Road (constant-speed operation)
Engine	Pre-2007	Steady-state test cycle (C2) from ARB off-road regulations or U.S. EPA transient test cycle	Steady-state test cycle (D2) from ARB off-road Regulations or U.S. EPA transient test cycle
Engine	2007 and later	U.S. EPA transient test cycle	U.S. EPA transient test cycle

(2) *Systems verified in 2007 or later.* Any LSI retrofit emission control system verified on or after January 1, 2007, must be tested using the U.S. EPA transient test procedure as set forth in 40 CFR Part 1048, Subpart F, as adopted July 13, 2005.

- (f) *Alternative Test Cycles and Methods.* The applicant may request the Executive Officer to approve an alternative test cycle or method in place of a required test cycle or method. In reviewing this request, the Executive Officer may consider all relevant information including, but not limited to, the following:
- (1) Similarity of characteristics to the specified test cycle or method and in-use duty cycle.
 - (2) Body of existing test data generated using the alternative test cycle or method.
 - (3) Technological necessity.
 - (4) Technical ability to conduct the required test.
- (g) *Test runs to Verify HC, NOx, and CO Emissions Reductions.* A minimum of three hot-start tests for the test cycle selected from Table 2, or an Executive Officer-approved alternative test cycle, must be run for baseline and control configurations.
- (h) *Results.* For all valid emission tests used to support emissions reduction claims, the applicant must report emissions of total hydrocarbons, oxides of nitrogen, and carbon monoxide in grams/brake horsepower-hour (g/bhp-hr).
- (i) *Incomplete and Aborted Tests.* The applicant must identify all incomplete and aborted tests and explain why those tests were incomplete or aborted.

- (j) *Additional Analyses.* The Executive Officer may require the applicant to perform additional analyses if there is reason to believe that the use of an LSI retrofit emission control system may result in the increase of toxic air contaminants, or other harmful compounds.
- (1) In its determination, the Executive Officer may consider all relevant data, including but not limited to the following:
- (A) The addition of any substance to the fuel, intake air, or exhaust stream.
 - (B) Whether a catalytic reaction is known or reasonably suspected to increase toxic air contaminants or ozone precursors.
 - (C) Results from scientific literature.
 - (D) Field experience.
 - (E) Any additional data.
- (2) The Executive Officer will determine appropriate test methods for additional analyses in consultation with the applicant.
- (k) *Quality Control of Test Data.* The applicant must provide information on the test facility, test procedure, and equipment used in the emission testing, including evidence establishing that the test equipment used meets the specifications and calibrations given in 40 CFR Part 1065.
- (l) *Testing or inspection.* The Executive Officer may, with respect to any verified LSI retrofit emission control system sold, leased, offered for sale, or manufactured for sale in California, order the applicant to make available for testing and/or inspection a reasonable number of LSI retrofit emission control systems, and may direct that they be delivered at the applicant's expense to the state board at the Haagen-Smit Laboratory, 9528 Telstar Avenue, El Monte, California or where specified by the Executive Officer. The Executive Officer may also, with respect to any verified LSI retrofit emission control system being sold, leased, offered for sale, or manufactured for sale in California, have an applicant test and/or inspect a reasonable number of units at the applicant or manufacturer's facility or at any test laboratory under the supervision of the Executive Officer.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204, 43205, and 43205.5; Health and Safety Code.

§ 2784. Durability Demonstration Requirements.

- (a) The applicant must demonstrate, to the satisfaction of the Executive Officer, the durability of the applicant's LSI retrofit emission control system through an actual field or laboratory-based demonstration test. If the applicant chooses a laboratory-based durability demonstration, an additional field demonstration

will be required to demonstrate in-field compatibility (pursuant to Section 2785). If the applicant has demonstrated the durability of the identical system in a prior verification or OEM certification, or has demonstrated durability through field experience, the applicant may request that the Executive Officer accept the previous demonstration in fulfillment of this requirement. In evaluating such a request, the Executive Officer may consider all relevant information including, but not limited to, the similarity of baseline emissions and application duty cycles, the relationship between the emission control group or engine family(ies) used in previous testing and the current emission control group, the number of engines tested, evidence of successful operation and user acceptance, and published reports.

- (b) *Engine Selection.* Subject to the approval of the Executive Officer, the applicant may choose the engine to be used in the durability demonstration. The engine must be representative of the engines in the emission control group for which verification is sought. The selected engine need not be the same as the engine used for the emission testing (pursuant to Section 2783), but if the applicant does use the same engine, the emission testing results may also be used for the zero-hour durability tests.
- (c) *Test Fuel.*
- (1) The test fuel used shall be consistent with the fuel specifications as outlined in the "California Exhaust Emission Standards and Test Procedures for 2001 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium- Duty Vehicles," as incorporated by reference in section 1961(d). If the engine is tested using the U.S. EPA test fuel, as outlined in 40 CFR Part 1065, the manufacturer shall demonstrate that the emission results are consistent with ARB Test Procedures. Manufacturers can use "commercially available fuels" to accumulate service hours but emission testing must be conducted using test fuel as specified in this section.
 - (2) During all engine tests, the engine shall employ lubricating oil consistent with the engine manufacturer's specifications for that particular engine. These specifications shall be recorded and declared in the verification application.
- (d) *Service Accumulation.* The durability demonstration consists of an extended service accumulation period in which the LSI retrofit emission control system is used in the field or in a laboratory, with emissions reduction testing before and after the service accumulation. Service accumulation begins after the first emission test and concludes before the final emission test. The pre-conditioning period required in Section 2783 (c) cannot be used to meet the service accumulation requirements.
- (1) *Minimum Durability Demonstration Periods.* The minimum durability demonstration period is 1,000 hours if it can be correlated or

demonstrated to be equivalent to 2,500 hours in-use. The applicant must provide to the Executive Officer sufficient written documentation to justify the request for the minimum durability demonstration period. The applicant may propose a sampling scheme that could be used to support an accelerated durability schedule for approval by the Executive Officer. The sampling scheme may include, but is not limited to, logging only significant changes in a parameter, averages, or changes above some threshold value. Data must be submitted electronically in columns as a text file or another format approved by the Executive Officer.

- (2) Fuel for Durability Demonstrations. The fuel used during durability demonstrations should be equivalent to the test fuel, or a fuel with properties less favorable to the durability of the retrofit emission control system. Durability demonstrations may, at the applicant's option and with the Executive Officer's approval, include intentional use of out-of-specification fuels so that data on the effects of using out-of-specification fuels may be obtained.

- (e) *Test Cycle.* Testing requirements are summarized in Table 3. Note that the same cycle(s) must be used for both the initial (zero hour) and final (2,500 hour) tests as defined in Section 2783 (e).

Table 3. Emission Tests Required for Durability Demonstrations

<i>Application</i>	<i>LSI Retrofit System Verification Date</i>	<i>Test Type</i>	<i>Zero-Hour Test (prior durability demonstration) 2,500-Hour Test (after completion of 100% of the durability demonstration or the minimum durability demonstration)</i>
Off-Road and portable engines	Pre-2007	Engine	Steady-state test cycle from ARB off-road regulations or U.S. EPA transient test cycle or an alternative cycle
Off-Road and portable engines	2007 and later	Engine	U.S. EPA transient test cycle or an alternative cycle

- (f) *Test Run.* The number of tests to be conducted in accordance with the required test cycle shown in Table 3 is described below.

- (1) The LSI retrofit emission control system must undergo one set of emission tests: (3 hot starts each for baseline and with the retrofit emission control system) at the beginning (zero hour) and one set of emission tests (3 hot starts for baseline and with the emission control

system) after completion of the durability demonstration (2,500 hours) or the minimum durability demonstration period (1,000 hours). If there are substantial test data from previous field studies or field demonstrations, applicants may request that the Executive Officer consider these in place of the initial emission tests.

- (2) As an alternative to testing a single unit before and after the service accumulation period, the applicant may request that the Executive Officer consider the testing of two identical units, one that has been pre-conditioned and another that has completed the service accumulation period. In reviewing the request, the Executive Officer may consider all relevant information, including, but not limited to, the following:
- (A) The effect of the LSI retrofit emission control system on engine operation over time. Strategies that cause changes in engine operation are likely not to qualify for this testing option.
 - (B) The quality of the evidence the applicant can provide to support that the two units are identical.
 - (C) Previous experience with similar or related technologies.

(g) *Maintenance During Durability Demonstration.* Except for emergency engine repair, only scheduled maintenance on the engine and LSI retrofit emission control system may be performed during the durability demonstration. If normal maintenance includes replacement of any component of the engine emission control system, the time (years or hours) between component change must be reported with the results of the demonstration. If emergency repair was conducted on an engine equipped with the LSI retrofit emission control system within the durability demonstration period, the applicant must, within 30 days of the repair, report to the Executive Officer on what repair was performed and what components were involved, and provide an explanation on the possible cause(s) for the engine's and/or LSI retrofit emission control system's malfunction. Based on the information provided by the applicant, the Executive Officer will decide whether to allow that engine to continue to be used in the durability demonstration program, or to start anew the durability demonstration period.

(h) *Performance Requirements.* The LSI retrofit emission control system must meet the following requirements throughout the durability demonstration period:

If the applicant claims a percent emissions reduction, the percent emissions reduction must meet or exceed the minimum percent emissions reduction associated with the LSI Level for which the applicant is seeking verification.

If the applicant claims a reduced emission level, the reduced emission level must not exceed the emission level associated with the LSI Level for which the applicant is seeking verification.

The LSI retrofit emission control system must maintain its physical integrity. Its physical structure and all of its components not specified for regular replacement during the durability demonstration period must remain intact and fully functional.

The LSI retrofit emission control system must not cause any damage to the engine, vehicle, or equipment.

Except for emergency engine repair, no maintenance of the LSI retrofit emission control system beyond that specified in its owner's manual will be allowed without prior Executive Officer approval.

- (i) *Failure During the Durability Demonstration Period.* If the LSI retrofit emission control system fails to maintain its initial verified percent emissions reduction or absolute emissions for any reason, the Executive Officer may downgrade the system to the verification level that corresponds to the lowest degraded performance observed in the durability demonstration period. If the LSI retrofit emission control system fails to maintain the emissions reduction performance pursuant to Sections 2784(h)(1) and 2784(h)(2), as demonstrated during the emission test pursuant to Section 2783, during the durability period, the LSI retrofit emission control system will not be verified. If the LSI retrofit emission control system fails in the course of the durability demonstration period, the applicant must submit a report explaining the circumstances of the failure within 90 days of the failure. The Executive Officer may then, as appropriate, determine whether to deny verification or allow the applicant to correct the failed LSI retrofit emission control system and either continue the durability demonstration or begin a new durability demonstration.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204, 43205, and 43205.5; Health and Safety Code.

§ 2785. Field Demonstration Requirements.

- (a) *Compatibility.* The applicant must demonstrate compatibility of its LSI retrofit emission control system in the field with at least one piece of equipment belonging to the emission control group for which it seeks verification. Note that if the durability demonstration selected by the applicant is in-field, it may be used to satisfy the field demonstration requirement for that emission control group. An applicant that elected to demonstrate durability in-field must still comply with the reporting requirements as specified in 2785(c).
- (1) Compatibility is determined by the Executive Officer based on the third-party statement (see section 2785 (c)) and any other data submitted. An LSI retrofit emission control system is compatible with the chosen application if it:

- (A) Does not cause damage to the engine or engine malfunction;
- (B) Does not hinder or detract from the vehicle or equipment's ability to perform its normal functions; and
- (C) Is physically intact and well mounted with no signs of leakage or other visibly detectable problems.

(2) To determine whether separate field demonstrations are required when applying to extend additional engine or equipment in an existing emission control group or when applying to verify additional emission control groups, the Executive Officer may consider all relevant information, including, but not limited to existing field experience and engineering justification and analysis.

(b) *Test Period.* A piece of equipment must be operated with the LSI retrofit emission control system installed for a minimum period of 200 hours.

(c) *Reporting Requirements.* The applicant must provide a written statement from a third party approved by the Executive Officer, such as the owner or operator of the equipment used in the field demonstration. The written statement must be provided at the end of the test period and must describe the following aspects of the field demonstration: overall performance of the test application and the LSI retrofit emission control system, maintenance performed, problems encountered, and any other relevant information. The results of a visual inspection conducted by the third party at the end of the demonstration period must also be described. The description should comment on whether the LSI retrofit emission control system is physically intact, securely mounted, or leaking any fluids, and should include any other evaluative observations.

(d) *Failure During the Field Demonstration.* The LSI retrofit emission control system will be deemed to fail the field demonstration requirements if it could not comply with the criteria specified in Section 2785 (a)(1) during the test period. If the LSI retrofit emission control system fails in the course of the field demonstration, the applicant must notify ARB within 15 days of the failure, and submit a report explaining the circumstances of the failure within 90 days of the failure. The Executive Officer may then determine whether to deny verification or allow the applicant to correct the failed LSI retrofit emission control system and either continue the field demonstration or begin a new field demonstration.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204, 43205, and 43205.5; Health and Safety Code.

§ 2786. Other Requirements.

- (a) *Fuel and Oil Requirements.* The applicant must specify the fuel and lubricating oil requirements necessary for proper functioning of the LSI retrofit emission control system. The applicant must also specify any consequences that will result from failure to comply with these requirements, as well as methods for reversing any negative consequences.
- (b) *Maintenance Requirements.* The applicant must identify all normal maintenance requirements for the LSI retrofit emission control system and specify the recommended intervals for cleaning and/or replacing components. Components to be replaced within the defects warranty period must be included with the original LSI retrofit emission control system package or provided free of charge to the customer at the appropriate maintenance intervals. Any normal maintenance items that the applicant does not intend to provide free of charge must be approved by the Executive Officer (the applicant is not required to submit cost information for these.)
- (c) *System Labeling.*
 - (1) The applicant must either affix legible and durable labels, or provide such labels to the installer along with instructions on how to affix them, on both the retrofit emission control system and the engine on which the retrofit emission control system is installed, except as noted in (3) below. The required labels must identify the name, address, and phone number of the manufacturer, the LSI retrofit emission control group name (defined in (2) below), a unique serial number for the LSI retrofit emission control system and the month and year of manufacture. The month and year of manufacture are not required on the label if this information can be readily obtained from the applicant by reference to the serial number. A scale drawing of a sample label must be submitted with the verification application. Unless an alternative is approved by the Executive Officer, the label information must be in the following format:

Name, Address, and Phone Number of Manufacturer
LSI Retrofit Emission Control Group Name
Product Serial Number
ZZ-ZZ (Month and Year of manufacture, e.g., 11-05)

(2) LSI Retrofit Emission Control Group Name. Each LSI retrofit emission control system shall be assigned a name defined as below:

CAV/MMM/LL##/NHP## or NHL##/APP/XXXXX

Where:

- CA: Designates an LSI retrofit emission control system verified in California
 - V: Year of verification
 - MMM: Manufacturer code (assigned by the Executive Officer)
 - LL##: Verified LSI Level (e.g., LL2 means the retrofit system was verified to the “LSI Level 2”, LL3a means the retrofit system was verified to “LSI Level 3a).
 - NHP##: Verified HC + NOx reduction percent (e.g., NH75 means HC + NOx reduction of 75 percent).
 - NHL##: Verified HC + NOx absolute emissions in units of g/kW-hr, (e.g., NH4.0 means verified HC + NOx emission level of 4.0 g/kW-hr).
 - APP: Verified application includes a combination of Off-road (OF),or Stationary (ST)
 - XXXXX: Five alphanumeric character code issued by the Executive Officer
- (3) The applicant may request that the Executive Officer approve an alternative label. In reviewing this request, the Executive Officer may consider all relevant information including, but not limited to, the informational content of an alternative label as proposed by the applicant.

(d) *Additional Information.* The Executive Officer may require the applicant to provide additional information about the LSI retrofit emission control system or its implementation when such information is needed to assess environmental impacts associated with its use.

(e) *Owner’s Manual.* The applicant must provide a copy of the LSI retrofit emission control system owner’s manual, which must clearly specify at least the following information:

Warranty statement including the warranty period over which the applicant is liable for any defects.

Installation procedure and maintenance requirements for the LSI retrofit emission control system.

Fuel consumption improvement or penalty, if any.

Fuel requirements, if any.

Requirements for lubrication oil quality and maximum lubrication oil consumption rate

Contact information for replacement components and cleaning agents.

Maintenance Requirements

(f) *Noise Level Control.* Applicants must ensure that the LSI retrofit emission control system complies with all applicable local government requirements for noise control.

- (g) *Limit on CO.* In order for an LSI retrofit emission control system to be verified, it must comply with one of the following two limits on CO:
- (1) For an LSI retrofit emission control system designed to be installed in a certified engine, the system must not increase the emissions of CO greater than the CO emission standards for new, emission-certified, off-road LSI engines adopted by the Air Resources Board and in effect for the model year in which the engine certification was issued;
 - (2) For an LSI retrofit system designed to be installed in an engine that is not emission-certified, the system must not cause the CO emission level to exceed the greater of 37 g/bhp-hr or ten percent above the engine's baseline CO emission level as determined in accordance with sections 2783 and 2784.
- (h) *Emission Sampling Ports.* To facilitate in-field and normal maintenance diagnostic emission measurements, the applicant may choose to design the LSI retrofit emission control system to have a minimum of two sampling ports where emissions measurements could be made. Guideline suggestions for the sampling port criteria are presented here:
- (1) The sampling ports are to be designed to allow for measurements of uncontrolled, engine-out emissions and controlled, tailpipe emissions;
 - (2) The sampling ports are to be ¼ inch NPT half couplings, either welded to the exhaust system, or manufactured into the retrofit emission control device where possible;
 - (3) The sampling port to be used for measuring uncontrolled, engine-out emissions is to be located in a straight section of the exhaust pipe upstream from the retrofit emission control device, after the turbocharger, if so equipped, with a minimum of one to two pipe diameters from any elbows upstream of the sampling port. It is acceptable to locate the sampling port adjacent to the oxygen sensor threaded port, if so equipped;
 - (4) The sampling port to be used for measuring controlled, tailpipe emissions is to be placed on the muffler body, after the catalyst, if so equipped, or if in the exhaust pipe, should be located a minimum distance of 10 inches from the tailpipe opening, if feasible, otherwise, it should be located as far as possible from the tailpipe opening;
 - (5) The locations of the sampling ports are to be designed to be accessible to test personnel without removing major engine or equipment components, such as the forklift counterweight, for example;
 - (6) The sampling ports are to be equipped with threaded plugs.
 - (7) If the sampling ports are designed to be installed by the retrofit system installer, the applicant must provide all necessary parts and complete instructions for proper installation;

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections

§ 2787. Warranty Requirements.

- (a) (1) *Product Warranty.*
 - (A) The applicant must provide a warranty to all owners, for ownership within the warranty period, and lessees, for lease contract within the warranty period, that its verified LSI retrofit emission control system is free from defects in design, materials, workmanship, or operation of the LSI retrofit emission control system which cause the LSI retrofit emission control system to fail to conform to at least 90 percent of the its verified level for the minimum warranty period of 3 years or 2,500 hours, whichever occurs first, provided the operation of and conditions of use for the equipment, engine, and LSI retrofit emission control system conform with the operation and conditions specified in the ARB's Executive Order and that the engine or equipment belongs to the emission control group as specified in the ARB's Executive Order for that LSI retrofit emission control system.
 - (B) In the absence of a device to measure hours of use, the LSI retrofit emission control system must be warranted for a period of three years. If a device to measure hours is used, the engine must be warranted for 3 years or 2,500 hours, whichever occurs first. The warranty must cover the full repair or replacement cost of the LSI retrofit emission control system, including parts and labor.
 - (C) The warranty must also cover the full repair or replacement cost of returning the engine components to the condition they were in prior to the failure, including parts and labor, for damage to the engine proximately caused by the verified LSI retrofit emission control system. Repair or replacement of any warranted part, including the engine, must be performed at no charge to the equipment or engine owner. This includes only those relevant diagnostic expenses if a warranty claim is valid. The applicant may, at its option, instead pay the fair market value of the engine prior to the time the failure occurs.
 - (D) The repair or replacement of any warranted part, otherwise eligible for warranty coverage, may be excluded from such warranty if the LSI retrofit emission control system or engine has been abused, neglected, or improperly maintained, and such abuse, neglect, or improper maintenance was the direct cause of the need for the repair or replacement of the part.
 - (E) Failure of the equipment or engine owner to ensure scheduled maintenance or to keep maintenance records for the equipment, engine, or LSI retrofit emission control system may, but shall not per se, be grounds for disallowing a warranty claim.

(2) *Installation Warranty*

- (A) A person or company that installs a verified LSI retrofit emission control system must warrant that the installation is free from defects in workmanship or materials which cause the LSI retrofit emission control system to fail to conform to at least 90 percent of its verified level for the minimum warranty period of 3 years or 2,500 hours, whichever occurs first, except as noted in 2787(a)(1)(B), or the other requirements as specified in sections 2786(c) and (e).
- (B) The extent of the warranty coverage provided by installers must be the same as the warranty provided by the applicant as established in subsection (a)(1) and the same exclusions must apply.

(b) (1) *Product Warranty Statement.* The applicant must furnish a copy of the following statement in the owner's manual. The applicant may include descriptions of circumstances that may result in a denial of warranty coverage, but these descriptions shall not otherwise limit warranty coverage in any way.

YOUR PRODUCT WARRANTY RIGHTS AND OBLIGATIONS

(Applicant's name) must warrant the LSI retrofit emission control system in the equipment for which it is sold or leased to be free from defects in design, materials, workmanship, or operation of the LSI retrofit emission control system which cause the LSI retrofit emission control system to fail to conform to the emission control performance level it was verified to, or to the requirements in the California Code of Regulations, Title 13, Chapter 9, Article 8, Sections 2780 to 2786, and 2789, for 3 years or 2,500 hours, whichever occurs first, pursuant to Section 2787(a)(1), provided there has been no abuse, neglect, or improper maintenance of your LSI retrofit emission control system, engine or equipment, as specified in the owner's manuals. Where a warrantable condition exists, this warranty also covers the engine from damage caused by the LSI retrofit emission control system, subject to the same exclusions for abuse, neglect or improper maintenance. Please review your owner's manual for other warranty information. Your LSI retrofit emission control system may include a core part (e.g., three-way catalyst, carburetor, mixer or regulator) as well as hoses, connectors, and other emission-related assemblies. Where a warrantable condition exists, (applicant's name) will repair or replace your LSI retrofit emission control system at no cost to you including diagnosis, parts, and labor.

WARRANTY COVERAGE:

For a (engine size) engine used in a(n) (type of application) application, the warranty period will be 3 years or 2,500 hours of operation, whichever occurs first. If any emission-related part of your LSI retrofit emission control system is defective in design, materials, workmanship, or operation of the LSI retrofit emission control system thus causing the LSI retrofit emission control system

to fail to conform to the emission control performance level it was verified to, or to the requirements in the California Code of Regulations, Title 13, Chapter 9, Article 8, Sections 2780 to 2786, and 2789, within the warranty period, as defined above. (Applicant's name) will repair or replace the LSI retrofit emission control system, including parts and labor.

In addition, (applicant's name) will replace or repair the engine components to the condition they were in prior to the failure, including parts and labor, for damage to the engine proximately caused by the verified LSI retrofit emission control system. This also includes those relevant diagnostic expenses in the case in which a warranty claim is valid. (Applicant 's name) may, at its option, instead pay the fair market value of the engine prior to the time the failure occurs.

OWNER'S WARRANTY RESPONSIBILITY

As the (engine, equipment) owner, you are responsible for performing the required maintenance described in your owner's manual. (Applicant's name) recommends that you retain all maintenance records and receipts for maintenance expenses for your engine or equipment, and LSI retrofit emission control system. If you do not keep your receipts or fail to perform all scheduled maintenance, (applicant's name) may have grounds to deny warranty coverage. You are responsible for presenting your equipment or engine, and LSI retrofit emission control system to (applicant's name) or a (applicant's name) dealer as soon as a problem is detected. The warranty repair or replacement should be completed in a reasonable amount of time, not to exceed 30 days. If a replacement is needed, this may be extended to 90 days should a replacement not be available, but must be performed as soon as a replacement becomes available.

If you have questions regarding your warranty rights and responsibilities, you should contact (Insert chosen applicant's contact) at 1-800-xxx-xxxx or the California Air Resources Board at 9528 Telstar Avenue, El Monte, CA 91731, or (800) 363-7664, or electronic mail: helpline@arb.ca.gov.

- (b)(2) *Installation Warranty Statement.* The installer must furnish the owner with a copy of the following statement.

YOUR INSTALLATION WARRANTY RIGHTS AND OBLIGATIONS

(Installer's name) must warrant that the installation of an LSI retrofit emission control system is free from defects in workmanship or materials which cause the LSI retrofit emission control system to fail to conform to the emission control performance level it was verified to, or to the requirements in the California Code of Regulations, Title 13, Sections 2781 to 2786 and 2789. The warranty period and the extent of the warranty coverage provided by (installer's name) must be the same as the warranty provided by the product manufacturer, and the same exclusions must apply.

OWNER'S WARRANTY RESPONSIBILITY

As the engine or equipment owner, you are responsible for presenting your engine or equipment and LSI retrofit emission control system to (installer's name) as soon as a problem with the installation is detected.

If you have questions regarding your warranty rights and responsibilities, you should contact (Insert chosen installer's contact) at 1-800-xxx-xxxx or the California Air Resources Board at 9528 Telstar Avenue, El Monte, CA 91731, or (800) 363-7664, or electronic mail: helpline@arb.ca.gov.

- (c) (1) *Annual Warranty Report*. The applicant must submit a warranty report to the Executive Officer by February 1 of each calendar year. The warranty report must include the following information:
- (A) Annual and cumulative sales, and annual and cumulative leases of equipment installed with LSI retrofit emission control systems—(California only).
 - (B) Annual and cumulative production of LSI retrofit emission control systems (California only).
 - (C) Annual summary of warranty claims (California only). The summary must include:
 - i. A description of the nature of the claims and of the warranty replacements or repairs. The applicant must categorize warranty claims for each LSI retrofit emission control system group by the component(s) part number(s) replaced or repaired.
 - ii. The number and percentage of LSI retrofit emission control systems of each model for which a warranty replacement or repair was identified.
 - iii. A short description of the LSI retrofit emission control system component that was replaced or repaired under warranty and the most likely reason for its failure.
 - (E) (D) Date the warranty claims were filed and the engine family and application the LSI retrofit emission control systems were used with. The reason(s) for any instances in which warranty service is not provided to end-users that file warranty claims. The applicant may also want to report instances where the applicant chose to honor warranty claims even though the applicant has determined that those warranty claims were invalid or that they were not required per Section 2787 of this regulation.
- (c) (2) *Periodic Warranty Reports*.
- (A) The applicant must submit a warranty report within 30 calendar days if there are three or more warranty claims for the same component or same part number repaired or replaced; or, if there are four or more total warranty claims, or four percent of the cumulative number of LSI retrofit systems subject to these warranty provisions, whichever is greater. The warranty report must include the following information:

- i. A description of the nature of the claims and of the warranty replacements or repairs. The applicant must categorize warranty claims for each LSI retrofit emission control group by the component(s) part number(s) replaced or repaired.
 - ii. The number and percentage of LSI retrofit emission control systems of each model for which a warranty replacement or repair was identified.
 - iii. A short description of the LSI retrofit emission control system component that was replaced or repaired under warranty and the most likely reason for its failure.
 - iv. Date the warranty claims were filed and the engine family and application the LSI retrofit emission control systems were used with.
 - v. The reason(s) for any instances in which warranty service is not provided to end-users that file warranty claims. The applicant may also want to report instances where the applicant chose to honor warranty claims even though the applicant has determined that those warranty claims were invalid or that they were not required per Section 2787 of this regulation.
- (B) The applicant must comply with the requirements specified pursuant to Section 2787(c)(2)(A), above, for warranty claims submitted to the applicant after the reporting dates of the periodic warranty report.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204, 43205, and 43205.5; Health and Safety Code.

§ 2788. Determination of Emissions Reduction.

- (a) *Calculation of Emissions Reduction.* The emissions reduction verified for an LSI retrofit emission control system is based on the average of all valid test results, as specified in Sections 2783(g) and 2784(f), before (baseline) and after (control) implementation of the LSI retrofit emission control system. Test results from both the emission testing and durability testing are to be included. If the applicant chooses to perform either the zero hour or the 2500-hour durability baseline test, but not both, those results must be used to calculate the reductions obtained in both the zero hour and 2500-hour control tests.
- (1) *Percentage Reduction.* The percentage reduction for a given pair of baseline and control test sets (where a “set” consists of all test cycle repetitions) is the difference between the average baseline and average control emissions divided by the average baseline emissions, multiplied by 100 percent. The average of all such reductions, as shown in the equation below, is used in the verification of an LSI retrofit emission control system.

$$\text{Percentage Reduction} = 100 \times \frac{\sum [(baseline_{AVG} - control_{AVG})/baseline_{AVG}]}{\text{Number of control test sets}}$$

Where:

Σ = sum over all control test sets

$baseline_{AVG}$ or $control_{AVG}$ = average of emissions from all baseline or control test repetitions within a given set

(2) Absolute Emission Level. The absolute emission level is the average control emission level, as defined in the following equation:

$$\text{Absolute Emission Level} = \frac{\Sigma (control_{AVG})}{\text{Number of control test sets}}$$

(b) *Categorization of the LSI Retrofit Emission Control System.* The Executive Officer shall categorize an LSI retrofit emission control system to reduce HC and NOx emissions based on its verified emissions reductions. An LSI retrofit emission control system that reduces HC and NOx will be assigned its verified percentage reduction or verified emissions reduction level, pursuant to section 2782(f).

The Executive Officer may lower the verification level or revoke the verification status of a verified LSI retrofit emission control group if the applicant fails to observe the requirements of Sections 2786 or 2787. The Executive Officer must allow the applicant an opportunity to address the possible lowering or revocation of the verification level in a corrective report to the Executive Officer and the Executive Officer may make this determination based on all relevant information.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 39650-39675, 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, and 43204-43205.5 Health and Safety Code; Title 17 California Code of Regulations Section 93000.

§ 2789. In-Use Compliance Requirements.

(a) *Applicability.* These in-use compliance requirements apply to all LSI retrofit emission control systems for off-road applications. It is the responsibility of the applicant to perform in-use compliance testing for each verified LSI retrofit emission control group. Testing is required when 50 units within a given LSI retrofit emission group have been sold or leased in the California market.

- (b) *Test Period.* Applicants must obtain access to and test LSI retrofit emission control systems, as described below in (c), (d), and (e), once they have been operated between 1,500 and 2,000 hours or between 22 and 29 months, whichever comes first.
- (c) *Selection of LSI Retrofit Emission Control Systems for Testing.* For each LSI retrofit emission control group, the Executive Officer will identify a representative sample of engines or equipment equipped with LSI retrofit emission control systems for in-use compliance testing. The engines or equipment with the selected LSI retrofit emission control systems installed must have good maintenance records and may receive a tune-up or normal maintenance prior to testing. The applicant must obtain information from the end users regarding the accumulated hours of usage, maintenance records (to the extent practicable), operating conditions and a description of any unscheduled maintenance that may affect the emission results. If the specified information is not available for the engine or equipment selected, the Executive Officer may select a different engine or equipment for testing. Upon notification that an engine or equipment has been selected, an applicant would have 6 months to provide an in-use compliance testing proposal for approval by the Executive Officer. Testing would begin when the engines had accumulated sufficient hours of service; testing must be completed within one year of notification.
- (d) *Number of LSI Retrofit Emission Control Systems to be Tested.* The number of LSI retrofit emission control systems an applicant must test will be determined as follows:
- (1) A minimum of four LSI retrofit emission control systems in each LSI retrofit emission control group must be tested. For every system tested that does not reduce emissions by at least 90 percent of the lower bound of its initial verification level, two more LSI retrofit emission control systems from the same group must be obtained and tested. The total number of systems tested shall not exceed ten per LSI retrofit emission control group.
 - (2) At the discretion of the Executive Officer, applicants may begin by testing more than the minimum of four LSI retrofit emission control systems. Applicants may concede failure of an emission control system before testing a total of ten LSI retrofit emission control systems.
- (e) *In-use Compliance Emission Testing.* Applicant must measure emissions using one of the following test procedures for in-use compliance emission testing:
- (1) *Laboratory Testing.* Remove the selected engines or the retrofit emission control systems for testing in a laboratory. Applicants must follow the testing procedure used for initial emissions reduction verification as described in Section 2783. For engines originally verified to a percentage

reduction, both baseline and control tests are required; for engines originally verified to an absolute emission, only control tests are required. In addition, applicants must use the same test cycle(s) that they used to verify the LSI retrofit emission control system originally.

- (2) *Testing Installed Engines.* Test the selected engines while they remain installed in the equipment. Applicants must follow the U.S. EPA field-testing procedures as specified in 40 CFR part 1065, subpart J, as adopted July 13, 2005. The accuracy and precision of the measurement system used for in-use testing must be at least +/-5 percent or better. For engines originally verified to a percentage reduction, both baseline and control tests are required; for engines originally verified to an emission level, only control tests are required.
 - (3) *Alternative In-Use Testing.* The Executive Officer may approve an alternative to the in-use testing described above, on a case-by-case basis. The proposed alternative must use scientifically sound methodology and be designed to accurately determine whether the LSI retrofit emission control system is in compliance with the requirements that are specified in the verification Executive Order. If the applicant wants to use an alternative in-use test procedure, the applicant should submit the proposed alternative in-use test procedure at the same time the applicant submits the proposed verification testing procedure (pursuant to Section 2782(b) for LSI retrofit control system verification. If the applicant proposes an alternative test to determine in-use emissions of the LSI retrofit system, the applicant must provide data to show that the emission test results from the proposed alternative test are consistent with the emission test results derived from engine dynamometer test for the test cycle(s) that was used in the initial verification of the LSI retrofit system.
- (f) If an LSI retrofit emission control system fails catastrophically during the in-use compliance testing, the applicant must provide an investigative report detailing the causes of the failure to the Executive Officer within 90 days of the failure.
- (g) The Executive Officer may, with respect to any LSI retrofit emission control system sold, leased, offered for sale, or manufactured for sale in California, order the applicant to make available for compliance testing and/or inspection a reasonable number of LSI retrofit emission control systems, and may direct that the retrofit emission control systems be delivered at the applicant's expense to the state board at the Haagen-Smit Laboratory, 9528 Telstar Avenue, El Monte, California or where specified by the Executive Officer. The Executive Officer may also, with respect to any LSI retrofit emission control system being sold, leased, offered for sale, or manufactured for sale in California, have an applicant compliance test and/or inspect a reasonable number of units at the applicant or manufacturer's facility or at any test laboratory under the supervision of the ARB Executive Officer.

- (h) *In-Use Compliance Report.* The applicant must submit an in-use compliance report to the Executive Officer within three months of completing testing. The following information must be reported for each of the minimum of four LSI retrofit emission control systems tested:
- (1) Parties involved in conducting the in-use compliance tests.
 - (2) Quality control and quality assurance information for the test equipment.
 - (3) LSI retrofit emission control group name and manufacture date.
 - (4) Equipment and type of engine (engine family name, make, model year, model, displacement, etc.) the LSI retrofit emission control system was applied to.
 - (5) Estimated hours the LSI retrofit emission control system was in use.
 - (6) Results of all emission testing.
 - (7) Summary of all maintenance, adjustments, modifications, and repairs performed on the LSI retrofit emission control system.
- (i) The Executive Officer may request the applicant to perform additional in-use testing if the warranty claims exceed the thresholds specified in section 2787(c)(2)(A) or based on other relevant information. As noted in section 2787(c)(2)(A), if warranty claims exceed the specified thresholds, the applicant must notify the Executive Officer and submit a warranty report within 30 calendar days of that time.
- (j) *Conditions for Passing In-Use Compliance Testing.* For an LSI retrofit emission control system to pass in-use compliance testing, emission test results must indicate that the retrofit system reduced emissions by at least 90 percent of the lower bound of the emissions reduction level to which the Executive Officer originally verified it to. If the first four LSI retrofit emission control systems tested within an LSI retrofit emission control group meet this standard, the LSI retrofit emission control group passes in-use compliance testing. If any of the first four LSI retrofit emission control systems tested within an LSI retrofit emission control group fail to reduce emissions by at least 90 percent of the lower bound of the emissions reduction level to which the Executive Officer originally verified it to, and if more than four units are tested, at least 70 percent of all units tested must pass the 90 percent standard for the LSI retrofit emission control group to pass in-use compliance testing. For each failed test, for which the cause of failure can be attributed to the product and not to maintenance or other engine-related problems, two additional units must be tested, up to a total of ten units per LSI retrofit emission control group.

- (k) *Failure of In-use Compliance Testing – Remedial Action.* If the LSI retrofit system from an emission control group does not meet the minimum requirements for in-use compliance testing, the applicant must submit a remedial report within 90 days after the in-use compliance report is submitted. The remedial report must include:
- (1) Summary of the in-use compliance report.
 - (2) Detailed analysis of the failed LSI retrofit emission control systems and possible reasons for failure.
 - (3) Remedial measures to correct or replace failed LSI retrofit emission control systems as well as the rest of the in-use LSI retrofit emission control systems.
- (l) The Executive Officer may evaluate the remedial report, annual warranty report, and all other relevant information to determine if the LSI retrofit emission control group passes in-use compliance testing. The Executive Officer may request more information from the applicant. Based on this review, the Executive Officer may lower the verification level or revoke the verification status of a verified LSI retrofit emission control group. The Executive Officer may also lower the verification level or revoke the verification status of a verified LSI retrofit emission control group, if the applicant does not conduct in-use compliance testing in accordance with this section, or if the Executive Officer conducts in-use compliance testing in accordance with this section (including alternative testing) and the LSI retrofit emission control group does not pass the standards in this section. The Executive Officer must allow the applicant an opportunity to address the possible lowering or revocation of the verification level in a remedial report to the Executive Officer prior to taking action lowering or revoking the verification level, and shall consider all relevant information.

NOTE: Authority cited: Sections 39002, 39003, 39500, 39600, 39601, 39650-39675, 40000, 43000, 43000.5, 43011, 43013, 43018 and 43105, 43600, 43700, Health and Safety Code. Reference: Sections 43000, 43009.5, 43013, 43018, 43101, 43104, 43105, 43106, 43107, 43204, 43205, and 43205.5; Health and Safety Code.