

State of California
California Environmental Protection Agency
AIR RESOURCES BOARD

**Supplement to the
Final Statement of Reasons for Rulemaking**

**Large Spark-Ignition Engines with an Engine Displacement
Less Than or Equal to One Liter**

Public Hearing Date: November 21, 2008
Agenda Item No.: 08-10-4

The ARB is submitting this supplement to the Final Statement of Reasons for insertion in Office of Administrative Law (OAL) File Number 2009-0908-04S.

Nonsubstantial Changes Made to the Final Regulation Order

ARB has made some minor nonsubstantial changes to the final regulation order for punctuation, grammar, accuracy, clarity, and proper authority and reference citations. The changes made do not materially alter any requirement, right responsibility, condition, prescription, or other regulatory element of any California Code of Regulations (CCR) provisions. They are as follows:

Section 2433(b)(5): Corrected the wording from “definitions” to “definition.”

Section 2433 (c): Corrected the date of amendment for the “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)” added after March 2, 2007 “, as last amended November 21, 2008.”

Section 2433 (d) (2): The titles given in the regulation for the incorporated test procedures TP-901, TP-902, and CP-901 have been corrected so that the referenced titles correspond with the titles on the test procedures themselves.

California Exhaust and Evaporative Emission Standards and Test Procedures for New 2010 And Later Off-Road Large Spark-Ignition Engines: Added a series of five asterisks to indicate that there are no further changes to the document.

Summary and Response

- 10. Comment:** ROHVA supports functional harmonization between U.S. EPA and ARB vehicle classification systems. ROHVA is concerned by the fact that some OHRVs covered under U.S. EPA’s recreational vehicle emission regulations could be subject to ARB’s LSI engine regulations. (ROHVA)

Comment: The most appropriate approach is that LSI engines ≤ 1.0 L used in OHRV-like applications would be immediately subject to the OHRV exhaust and evaporative emission limits. (Polaris)

Agency Response: The exhaust and evaporative emission standards for LSI engines used in vehicles similar to off-highway recreational vehicles are explained in the staff report (see section 3.3). Furthermore, the technological feasibility of these standards is discussed in the Agency Response to Comment No. 1. The comments specifically regarding off-highway recreational vehicle classification and regulations, which were raised by Polaris and ROHVA, are outside the scope of the amendments proposed in the rulemaking. Accordingly, ARB will not respond to these comments and testimony because they are not relevant to the proposed amendments.