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SUBJECT: Transfer Flow, Inc.'s Comments on Potential Amendments to Small Off-Road Engine  
Evaporative Emission Regulations

Dear Mr. Burford and Ms. Fibiger:

Transfer Flow, Inc. is pleased to offer our comments to the California Air Resources Board (CARB) regarding potential amendments to small off-road engine (SORE) regulations. Transfer Flow, Inc. appreciates CARBs positive response to our previous public comment submitted April 9<sup>th</sup>, 2021.

Transfer Flow has been in business since 1983 and is a manufacturer of California legal aftermarket fuel tanks. As the industries' leading California legal aftermarket fuel tank manufacturer, Transfer Flow is a knowledgeable and proficient voice within the industry. Transfer Flow has been issued numerous executive orders throughout the years and has and will continue to participate in the rulemaking process.

Our comments are as follows:

**I. THE PROPOSED REVISIONS TO TP-902 AND CP-902 SHOULD BE LAST AND FINAL REVISIONS**

When Transfer Flow, Inc. went to renew our SORE E.O. U-U-123-0019, in 2020, we learned we had to conduct all new testing due to changes made to TP-902 and CP-902. By this time, additional rulemaking activities to subsequently amend TP-902 and CP-902 yet again had already been initiated meaning that even if Transfer Flow did retest our SORE system, we would immediately have to turn around and test again as soon as the newest certification and test procedures are adopted. These tests are very expensive and as such, it did not make business sense to pay for certification testing if we were immediately going to be required to turn around and re-conduct the same test we just finished paying for. Even though our previous SHED data showed emission levels below the sensitivity tolerances of the



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measurement equipment, regardless, we are required to test again for each iteration of the test and certification procedures. Since SORE systems are scheduled to be phased out, the current revision of TP-902 and CP-902 should be the final iteration and we should not need to revisit these certifications and testing procedures for the remainder of the time small off-road engines will be available for sale in California.

**II. A REVIEW OF WHETHER COMPARIBLE TECHNOLOGIES EXISTS SHOULD BE CONDUCTED PRIOR TO THE 2028 PHASE OUT OF PORTABLE GENERATORS.**

Transfer Flow, Inc. appreciates that CARB has recognized our concerns regarding a lack of comparable technologies to portable generators, especially for use in emergency situations, and in connection with possible life-saving medical equipment.

Transfer Flow is located less than 20 miles from the historically devastating 2018 Campfire that decimated the town of Paradise, California as well as within 40 miles of the Dixie Fire so for Transfer Flow, Inc. preserving the use of portable generators is personally concerning.

Current zero-emission portable generators are inadequate and unrealistic for emergency backup power. For many vulnerable people who require life-sustaining medical equipment such as nebulizers, oxygen machines, or electric wheelchairs, a power outage that lasts for an extended period such as several days can come with considerable fear, safety risks, and could be a life-or-death situation without adequate backup power due to the lack of affordable alternatives. For these vulnerable populations, banning the sale of spark-ignited internal combustion engine-powered portable generators could be putting their lives at risk.

Transfer Flow asserts that zero-emission portable generator products do not offer consumers anywhere near the same utility as spark-ignited internal combustion engine-powered portable generators. Transfer Flow asserts that before banning the sale of spark-ignited internal combustion engine-powered portable generators, CARB should conduct a review as to whether ZEE technologies have advanced enough to provide a feasible alternative to the use of portable generators for both emergency situations as well as for power outages.

Spark ignited, internal combustion, engine-powered portable generators are ideal for providing affordable emergency backup power during a natural disaster or a power outage. Spark-ignited, internal combustion, engine-powered portable generators can provide continuous affordable backup power as long as there is a supply of fuel for the portable generator. Obtaining fuel to run a portable generator is very feasible.

While the price of a portable generator can range from a couple hundred to a few thousand dollars, stationary generators cost at least \$2,000, with an installation price tag that can cost \$10,000. The large initial investment is prohibitive to many people who cannot afford the upfront costs associated with these options as low-income residents simply cannot afford any extra expenses.



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Prior to banning the sale of new spark-ignited internal combustion engine-powered portable generators, CARB should conduct a study of available alternative technologies and ensure an adequate replacement technology has been developed and is indeed available to the average household that could previously have used a portable generator.

Therefore, for the reasons stated above, Transfer Flow requests CARB reevaluate comparable technologies to portable generators prior to the ban of sales of new portable generators in 2028. To do otherwise could be potentially harmful and dangerous to California residents.

**III. EMERGENCY PROVISIONS SHOULD BE INCLUDED FOR ACQUISITION OF PORTABLE GENERATORS FOR USE IN EMERGENCY SITUATIONS BEYOND 2028.**

CARB allows an Emergency Use Exemption for noncompliant vehicles to be used to respond to an emergency. Support for these emergency events are exempt if they are dispatched under contract with public agencies such as the Federal Emergency Management Agency (FEMA), California Governor's Office of Emergency Services, or California Department of Forestry and Fire Protection (CAL FIRE). Transfer Flow asserts that a similar emergency use exemption should be applied for the acquisition of portable generators in response to emergencies such as when FEMA used generators in Paradise, California directly following the Camp Fire. Transfer Flow is requesting CARB to consider an emergency exemption for the acquisition of portable generators for use in emergency situations.

In closing, Transfer Flow is grateful for the opportunity to comment on the potential amendments to SORE regulations in the State of California. Please feel free to contact us with any questions regarding our comments. In addition, we request and would welcome the opportunity to meet virtually or in person with CARB personnel to discuss our comments and have meaningful discussions on this important topic.

Sincerely,

*Laurel Moorhead*

Laurel Moorhead, E.I.T.

Regulatory Compliance Engineer