

**PART 17**

**FINAL REGULATION ORDER TEST PROCEDURES**

**Recreational Marine Spark-Ignition Engines**

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## FINAL REGULATION TEST PROCEDURE ORDER

Note: This appendix shows the entirety of regulatory amendments to the test procedures titled below, which were approved by the Air Resources Board on December 16, 2011, and refined via subsequent conforming modifications authorized under Resolution 11-41. These amendments are formatted in a style to indicate changes from the existing test procedures. All existing language is indicated by plain type. All additions to the existing language are indicated by underlined type. All deletions to the existing language are indicated by ~~strikeout~~. Only those sections containing the modifications from the existing language are included. All other portions remain unchanged and are indicated by the notation [ \* \* \* \* \* ] for reference. If there is any conflict between the provisions of this document and the California Health and Safety Code, Division 26, or Title 13 of the California Code of Regulations (CCR), the Health and Safety Code and Title 13 apply.

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State of California  
AIR RESOURCES BOARD

CALIFORNIA EXHAUST EMISSION STANDARDS AND TEST PROCEDURES  
FOR 2001 AND LATER SPARK-IGNITION MARINE ENGINES

Adopted: October 21, 1999

Amended: June 5, 2002

Amended: September 22, 2006

Amended: June 5, 2009

Last Amended: October 25, 2012

CALIFORNIA EXHAUST EMISSION STANDARDS AND TEST PROCEDURES  
FOR 2001 AND LATER SPARK-IGNITION MARINE ENGINES

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Part III. Emission Test Equipment Provisions.

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44. Lubricating Oil and Test Fuel.

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(b) Test fuels – certification.

(1) Petroleum-based fuels.

(A) The manufacturer must use gasoline having the specifications or substantially equivalent specifications approved by the Executive Officer, as specified in Table 8-1 below for exhaust emission testing of gasoline fueled engines. As an alternative, the manufacturer may use the fuel specifications as outlined in the California Code of Regulations, Title 13, section 1960.1, and the latest amendment of the “California Exhaust Emission Standards and Test Procedures for 1988 and Subsequent Model Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles”, incorporated herein by reference. The test fuel specification in either case should remain consistent from batch to batch. The specification range of the fuel to be used under this paragraph must be reported in accordance with Part I, section 14(b)(2)(~~F~~)(G).

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(B) Additionally for the 2013-2019 model-year spark-ignition marine engines, the manufacturer has the option to use the fuel specified in (b)(1)(C) below.

(C) For 2020 and later model-year spark-ignition marine engines: The certification test fuel for exhaust emission testing must be consistent with the fuel specifications as outlined in title 13, section 1961.2 and the “California 2015 and Subsequent Model Criteria Pollutant Exhaust Emission Standards and Test Procedures and 2017 and Subsequent Model Greenhouse Gas Exhaust Emission Standards and Test Procedures for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles,” adopted <insert adopted date>, and incorporated by reference herein. The test fuel specifications should remain consistent from batch to batch. The specification range of the fuel to be used under this paragraph must be reported in accordance with Part I, section 14(b)(2)G. Optionally, manufacturers may use other renewable fuel blends under this paragraph that have been certified by ARB as yielding test results equivalent,

or more stringent than, those resulting from the fuel specified by 13 CCR 1961.2, and which are appropriate for the certification of spark-ignition marine engines.

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