

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

(Faint, illegible text)

(Faint, illegible text)

(Faint, illegible text)

(Faint, illegible text)

(Faint, illegible text)

(Faint, illegible text)

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.