



Off-Road Spark Ignited Engine/Equipment Certification

2022 Truck and Engine Manufacturers Association
Compliance Workshop
April 20, 2022

MY 2023 SSIE Regulations and Test Procedures

- No regulatory changes for MY 2023 until proposed Small Spark-Ignited Engines (SSIE) Exhaust and Evaporative regulations are approved by Office of Administrative Law (OAL) and become effective (potentially January 1, 2023)
- Mfrs must pay cert fees for each new MY 2023+ cert application submitted on or after April 1, 2022
 - Cert Fee Webpage link:
<https://ww2.arb.ca.gov/mobile-source-certification-and-compliance-fee-regulation-meetings-workshops>

MY 2023+ Proposed Regulations for Small Off-Road Engine (SORE)

- Rulemaking website for Proposed Regulations and Test Procedures:
<https://ww2.arb.ca.gov/rulemaking/2021/sore2021>
- Office of Administrative Law (OAL) approval expected late 2022 (effective date potentially January 1, 2023)
- For all MY 2023 cert applications submitted before effective date, Mfrs must meet current regulations and test procedures
 - SORE Certification website link:
<https://ww2.arb.ca.gov/small-road-engine-or-equipment-regulatory-and-certification-documents>

MY 2023 Large Spark-Ignition Engine (LSIE) >1L Certification

- If advertised useful life or basic mechanical warranty is longer than the minimum useful life (i.e., 5000 hours), engine family must be certified to the longer useful life (40 CFR 1048.101(g))
- Must disclose all alternative modes of operation (i.e., performance mode, eco mode, etc.)
 - Must perform zero-hour emission test on each mode
 - Use worst-case mode configuration for durability testing

SSIE & LSIE Certification Page Links

- Small Spark-Ignition Engines

<https://ww2.arb.ca.gov/small-road-engine-or-equipment-regulatory-and-certification-documents>

- Large Spark-Ignition Engines

<https://ww2.arb.ca.gov/large-spark-ignition-engine-regulatory-and-certification-documents>