



INDIAN MOTORCYCLE
COMPANY

Executive Order: M-172-0018-1
New On-Road Motorcycles/Engines
Page 1 of 5

Pursuant to the authority vested in California Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapter 1 and 2; and pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-19-095;

IT IS ORDERED AND RESOLVED: That the engine and emission control systems produced by the manufacturer are certified as described below for on road motorcycles. Production vehicles shall be in all material respects the same as those for which certification is granted. The manufacturer shall ensure that character "C" or "3" is not used in the eighth (8th) position of the vehicle identification number (VIN) of all vehicles in the engine family listed below. Violation of this VIN provision may result in incorrect registration of the vehicles

| Model Year | Engine Family | Vehicle Category | Fuel Type(s) | Strokes per cycle |
|------------|---------------|------------------|--------------|-------------------|
| 2020 | LIDNC1.89V3A | HMC-III | GAS | 4 |

| Special Features & Emission Control Systems (ECS) | Engine(cc) |
|---------------------------------------------------|------------|
| SFI, TWC, 2HO2S | 1811, 1890 |

The following are the exhaust hydrocarbon plus oxides of nitrogen (HC+NOx) and carbon monoxide (CO) standards, or designated or HC+NOx standard as applicable, and certification levels in grams per kilometer (g/km), and evaporative standard and certification level in grams per test (g/test) for this engine/evaporative family. The designated or HC+NOx standard, as applicable, shall be listed on the permanent tune-up label.

| Exhaust Emissions (G/KM) | | | |
|--------------------------|------|-----|---------|
| Pollutant | CERT | STD | DES STD |
| HC | 0.1 | * | * |
| HC+NOx | 0.3 | 0.8 | * |
| CO | 3.2 | 12 | |

| Diurnal and Hot Soak: Hydrocarbon Emissions (g/test) | | |
|------------------------------------------------------|------|-----|
| Evaporative Family (EVAP) | CERT | STD |
| LIDNU0034CMC | 0.7 | 2.0 |

BE IT FURTHER RESOLVED: That certification to the designated HC or HC+NOx standard listed above, as applicable, is subject to the following terms, limitations and conditions. The designated HC or HC+NOx standard shall be the exhaust emission limit for this engine family and cannot be changed during the model year. It serves as the HC or HC+NOx exhaust standard applicable to this engine family for determining compliance with Title 13, California Code of Regulations, Sections 1958(b) and 2101.

BE IT FURTHER RESOLVED: That the Executive Officer has been provided all materials required to demonstrate certification compliance with California Air Resources Board's emission control system warranty regulations (Title 13, California Code of Regulations, Sections 2035 et seq.).

BE IT FURTHER RESOLVED: That because the listed motorcycles are certified to 0.2 grams per test or more below the applicable evaporative standard, the vehicles are exempt from complying with California Air Resources Board's "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks" pursuant to Executive Order G-70-16-E.

Vehicles certified under this Executive Order must conform to all applicable California emission regulations.

This Executive Order hereby supersedes Executive Order M-172-0018 dated August 29, 2019.

This Executive Order is only granted to the engine family and model-year listed above. Vehicles in this family that are produced for any other model-year are not covered by this Executive Order.

See Attachment A for vehicle descriptions.

Executed at El Monte, California on this 17th day of December 2019.

Allen Lyons, Chief
Emissions Certification and Compliance Division

ATTACHMENT A

| Make | Model | Engine (cc) | EIM (kg) | TRANS | ECS | EVAP |
|--------|-----------------------------------------------------|-------------|----------|-------|-----------------|--------------|
| INDIAN | CHIEF DARK HORSE | 1811 | 450 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEF DARK HORSE STAGE 1 (INTAKE +/-OR EXHAUST) | 1811 | 450 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEF DARK HORSE STAGE 2 (FULL STAGE 1+ PERF CAMS) | 1811 | 450 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEF DARK HORSE STAGE 3 (FULL STAGE 1+BIG BORE KI) | 1890 | 450 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEF VINTAGE | 1811 | 470 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEF VINTAGE STAGE 1 (INTAKE + /OR EXHAUST) | 1811 | 470 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEF VINTAGE STAGE 2 (FULL STAGE 1+PERF CAMS) | 1811 | 470 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEF VINTAGE STAGE 3 (FULL STAGE 1+BIG BORE KIT) | 1890 | 470 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN (111 CI) | 1811 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN (111 CI) STAGE 1 (INTAKE + /OR EXHAUST) | 1811 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN (116 CI) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN (116 CI) STAGE 1 (INTAKE + /OR EXHAUST) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN (116 CI) STAGE 2 (FULL STG 1+PERF CAMS) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN CLASSIC | 1811 | 530 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN CLASSIC STAGE 1 (INTAKE +/-OR EXHAUST) | 1811 | 530 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN CLASSIC STAGE 2 (FULL STAGE 1+ PERF CAMS) | 1811 | 530 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN CLASSIC STG 3 (FULL STG 1+BIG BORE KIT) | 1890 | 530 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN DARK HORSE | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |



| | | | | | | |
|--------|-----------------------------------------------------|------|-----|----|-----------------|--------------|
| INDIAN | CHIEFTAIN DARK HORSE STAGE 1 (INTAKE +/-OR EXHAUST) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN DARK HORSE STG 2 (FULL STG 1+PERF CAMS) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN ELITE | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN ELITE STAGE 1 (INTAKE + /OR EXHAUST) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN ELITE STAGE 2 (FULL STAGE 1+PERF CAMS) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN LIMITED | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN LIMITED STAGE 1 (INTAKE + /OR EXHAUST) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN LIMITED STAGE 2 (FULL STAGE 1+PERF CAMS) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN STAGE 2 (FULL STAGE 1+ PERF CAMS) | 1811 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | CHIEFTAIN STAGE 3 (FULL STAGE 1+ BIG BORE KIT) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER DARK HORSE | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER DARK HORSE STG 1 (INTAKE +/-OR EXHAUST) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER DARK HORSE STG 2 (FULL STG 1+ PERF CAMS) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER ELITE | 1890 | 530 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER ELITE STAGE 1 (INTAKE +/-OR EXHAUST) | 1890 | 530 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER ELITE STAGE 2 (FULL STAGE 1+ PERF CAMS) | 1890 | 530 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | ROADMASTER STAGE 1 (INTAKE + /OR EXHAUST) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |

| | | | | | | |
|--------|-------------------------------------------------------------|------|-----|----|-----------------|--------------|
| INDIAN | ROADMASTER STAGE 2 (FULL STAGE 1+PERF CAMS) | 1890 | 520 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD | 1811 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD DARK HORSE | 1890 | 490 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD DARK HORSE STG 1 (INTAKE +/OR EXHAUST) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD DARK HORSE STG 2 (STAGE 1+PERF CAMS) | 1890 | 490 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD JACK DANIEL'S 153 LIMITED EDITION | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD JD 153 LE STG 1 (INTAKE +/OR EXHAUST) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD JD 153 LE STG 2 (FULL STG 1+PERF CAMS) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD STAGE 1 (INTAKE + /OR EXHAUST) | 1811 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD STAGE 2 (FULL STAGE 1+PERF CAMS) | 1811 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |
| INDIAN | SPRINGFIELD STAGE 3 (FULL STAGE 1+BIG BORE KIT) | 1890 | 510 | M6 | SFI, TWC, 2HO2S | LIDNU0034CMC |

ABBREVIATIONS:

GENERAL: 13 CCR 1958, etc.=Title 13, California Code of Regulations, Section 1958, etc.; 40 CFR86.401-90, etc.=Title 40, Code of Federal Regulations, Section 86.401-90, etc.;

HIGHWAY MOTORCYCLE & OFF-HIGHWAY RECREATIONAL VEHICLE CATEGORIES: ATV or ATVA=all terrain vehicle conforming to the California definition in 13 CCR 2411(a); ATVB=Off-highway or non-road recreational vehicles that meet USEPA definition for an all-terrain vehicle or USEPA definition for an off-road utility vehicle and, in addition, meet one or more CARB definitions for an all terrain vehicle, off-road utility vehicle, off-road sport vehicle, and/or sand car; EGC=electric golf cart; HMC=on-road or highway motorcycle; HMC-IA / -IB=HMC below 50 cc / 50 cc to below 170 cc; HMC II=HMC 170 cc to below 280 cc; HMC-III=HMC 280 cc and above; OFMC=off-road motorcycle; SC=sand car above 1000 cc; OFRSV=off-road sport vehicle, including otherwise sand car but with 1000 cc engine or smaller; OFRUV=off-road utility vehicle;

FUEL TYPES: CLNG=natural gas in either CNG or LNG form; CNG / LNG=compressed / liquefied natural gas; DF_CNG/GAS=dual-fuel CNG or gasoline, etc; DSL=diesel; GAS=gasoline; HYD=hybrid; LPG=propane or liquefied petroleum gas;

EMISSION CONTROL SYSTEMS & SPECIAL FEATURES: (prefix) 2, 3, 4=2, 3, or 4 catalysts, sensors, TC, SC, CAC, etc. in parallel arrangement; (parenthetic suffix) (2), (3), (4)=2, 3, or 4 catalysts, sensors, TC, SC, CAC, etc. in series arrangement; AIR / PAIR=secondary / pulsed air injection; CAC=charge air cooler; DF/ IFI=direct / indirect fuel injection; EGR=exhaust gas recirculation; EGRC=EGR cooler; EM=engine modification; O2S / HO2S / WR HO2S=oxygen sensor / heated O2S / wide range HO2S; OC=oxidation catalyst; TC=turbocharger; TBI / MFI / SFI / DGI=throttle body / multi port / sequential / direct gasoline fuel injection; TRANS=transmission type; TWC=three way catalyst; SC=supercharger; TWC+OC=TWC plus OC in same container; (prefix) WU=warm-up catalyst;

CERTIFICATION EMISSION LEVELS & STANDARDS: bhp=brake hp; cc=cubic centimeter; CERT=certification emission level; CID=cubic inch displacement; CO=carbon monoxide; CO2=carbon dioxide; D+HS=diurnal plus hot soak evaporative emissions; DES_STD=manufacturer designated standard; EIM=equivalent inertia mass; EVAP=evaporative family; FEL=family emission limit; g=gram; gal=gallon; g/bhp-hr=grams per brake horsepower-hour; g/km=grams per kilometer; g/kW-hr=grams per kilowatt-hour; g/m2-day=grams per square meter per day; g/test=grams per test; HC=(total) hydrocarbons; hp=horsepower; hr=hour; K=1000 miles; kg=kilograms; km=kilometer; kW=kilowatt; L=liter; m2=square meter; mi=mile; mg=milligram; NOX=oxides of nitrogen; NMHC=non methane hydrocarbons; PEVAP=permeation evaporative family; STD=emission standard; *=not applicable; (superscript) o=degree (temperature); oF=degree Fahrenheit; oC=degree Celsius.