



Pursuant to the authority vested in the Air Resources Board by Health and Safety Code Sections 43013, 43018, 43101, 43102 and 43104; and

Pursuant to the authority vested in the undersigned by Health and Safety Code Sections 39515 and 39516 and Executive Order G-02-003;


IT IS ORDERED AND RESOLVED: That the manufacturer has submitted its certification plan as described below for compliance with the hydrocarbon plus oxides of nitrogen (HC+NOx) emission standard for new spark-ignition marine engines applied on a corporate average basis. This certification plan applies to the listed engine families and contains the provisions for compliance with Title 13, California Code of Regulations, (13 CCR) Section 2442(a).

MODEL YEAR	CERTIFICATION PLAN'S DATE	EQUIPMENT TYPE
2006	April 13, 2006	PWC and Jet Boat

BE IT FURTHER RESOLVED: That before offering engines of any engine family listed in the plan for the aforementioned model year, the manufacturer shall certify the engine family's exhaust emission control system and its HC+NOx family emission limit (FEL) in accordance with the approved certification plan (13 CCR Section 2442(a)(2)(C)).

BE IT FURTHER RESOLVED: That the manufacturer's corporate average HC+NOx exhaust emission level based on the FELs of the engine families listed in the plan and the sales or eligible sales of these engines that are produced for sale in California shall meet the corporate average standard at the end of the production model year. The final corporate average standard and corporate average emission level shall be submitted to the Executive Officer within 90 days after the end of the model year in conformance with 13 CCR Sections 2442(a)(2)(D) and 2442(a)(2)(F).

Executed at El Monte, California on this 16th day of May 2006.


Allen Lyons, Chief
Mobile Source Operations Division