Pursuant to the authority vested in California Air Resources Board by the Health and Safety Code, Division 26, Part 5, Chapters 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-14-012;
IT IS ORDERED AND RESOLVED: That the following equipment produced by the manufacturer is certified as described below. Production equipment shall be in all material respects the same as those for which certification is granted.

| ENGINE DESCRIPTION |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MANUFACTURER |  |  | ENGINE FAMILY (E.O. NUMBER) |  | ENGINE <br> SIZE (cc) | FUEL TYPE <br> (CNG/LNG=compressed/liquefied natural gas LPG=liquefied petroleum gas) |
| BRIGGS \& STRATTON CORPORATION |  |  | See Attachment A |  | See Attachment A | Gasoline |
| KOHLER COMPANY |  |  | See Attachment A |  | See <br> Attachment A |  |
| S.A. $=$ See AttachmentTBC $=$ To Be Certified |  |  |  |  |  |  |
| MODEL YEAR | EVAPORATIVE FAMILY | FUEL TANK SIZE(liters) |  | EQUIPMENT APPLICATION |  |  |
| 2019 | CN01 |  | 18.9 | Off Road Utility Vehicle |  |  |
| EMISSION CONTROL SYSTEMS (ECS) |  | ENGINE and/or EQUIPMENT MODEL |  |  |  |  |
| Canister/Other |  | See Attachment B |  |  |  |  |
| A. ECS TYPE (Venting Control Type/Tank Barrier Type): 1. Venting Control Type and Code:- Canister=C Sealed Tank=S Other=O 2. Tank Barrier Type and Code:- Metal=M Treated HDPE or PE=P Co-extruded=C Selar=L Nylon=N Acetal=A Other=O B. EVAPORATIVE FAMILY 2-Letter CODE (Venting Control Codes =C, S, O); (Tank Barrier Codes = M, P, C, L, N, A, O). Note: Always list venting control type or code first before tank barrier type or code. Do not use abbreviations for ECS types. |  |  |  |  |  |  |

The following are the evaporative emission standards (Title 13, California Code of Regulations, 13 CCR Section 2754(a) or 2754(b), as applicable), and certification levels in grams per day (g/day) or grams per square meter per day ( $\mathrm{g} / \mathrm{m}^{2} / \mathrm{day}$ ) or grams per liter ( $\mathrm{g} / \mathrm{l}$ ) for this evaporative family or the component Executive Order, as applicable.

| $*$ not applicable | DESIGN BASED |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| FUEL HOSE PERMEATION <br> (grams ROG/m²/day) |  | FUEL TANK PERMEATION <br> (grams ROG/m²/day) |  | CARBON CANISTER BUTANE <br> WORKING CAPACITY (grams HC/liter) |  |
| STANDARD | CERTIFICATION LEVEL <br> OR EXECUTIVE ORDER | STANDARD | CERTIFICATION LEVEL <br> OR EXECUTIVE ORDER | STANDARD | CERTIFICATION LEVEL <br> OR EXECUTIVE ORDER |
| 15 | Q-08-013 | $*$ | $*$ | 1.4 | C-U-07-010 |

BE IT FURTHER RESOLVED: That the listed equipment is in conformance with the evaporative emission requirements specified in 13 CCR Section 2766(b) (small production volume tank exemption).

BE IT FURTHER RESOLVED: That for the listed equipment, the manufacturer has submitted, and the Executive Officer hereby approves, the information and materials to demonstrate certification compliance with 13 CCR Section 2759 (labeling) and 13 CCR Sections 2760 and 2764 (emission control system warranty).
Equipment certified under this Executive Order must conform to all applicable California emission regulations.
This Executive Order is only granted to the engine family and model-year listed above. Equipment in this family that is produced for any other model-year is not covered by this Executive Order.

This Executive Order hereby supersedes Executive Order U-U-103-0010 dated December 19, 2018.
Executed at El Monte, California on this $\qquad$ day of July 2019.



Allen Lyons, Chief
Emissions Compliance, Automotive Regulations and Science Division

| ATALIFORNIA | ASW, LLC <br> Attachment A | EXECUTIVE ORDER U-U-103-0010-1 <br> New Off-Road Small Spark-Ignition <br> Equipment |
| ---: | ---: | ---: | ---: |


| ENGINE DESCRIPTION |  |  |  |
| :---: | :---: | :---: | :---: |
| MANUFACTURER | ENGINE FAMILY (E.O. NUMBER) | ENGINE <br> SIZE (cc) | FUEL TYPE <br> (CNG/LNG=compressed/liquefied natural gas LPG=liquefied petroleum gas) |
| BRIGGS \& STRATTON CORPORATION | JBSXS. 4792 HH (U-U-002-1042) KBSXS.4792HH (U-U-002-1077) | 479 |  |
| KOHLER COMPANY | JKHXS.2772GA (U-U-005-0579) KKHXS.2772GA (U-U-005-0600) JKHXS.4292PD (U-U-005-0564) KKHXS.4292PD (U-U-005-0603) JKHXS.6742GC (U-U-005-0565) KKHXS.6742GC (U-U-005-0607) JKHXS.6942KG (U-U-005-0566) KKHXS.6942KG (U-U-005-0612) | $\begin{aligned} & 277,429 \\ & 674,694 \end{aligned}$ | Gasoline |


（Supplementary Information）

| $\begin{array}{r} 010 \\ -\angle 0-\Omega-\partial \end{array}$ | £10－80－ठ | L． CWHXG | $\begin{aligned} & \text { JOZt } \angle 9 \text { SXHYX } \\ & \text { JOZt } 29 \text { SXHY } \end{aligned}$ | ¢L＇$\dagger$ | 0¢ZI | $!\square_{1} \sim$ | $810 \%$ | 681 | 6.81 | gyVJ | II | X |  | bJM．L 0SLML เMヨyコ ¿мヨษว 0L9S7 0SLYJ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{array}{r} 010 \\ -\angle 0-0-ว \end{array}$ | £10－80－ठ | L．dWAXG | HHZ6LtSXSAY HHZ6Lt＇SXSgI | SL＇t | 0¢̧てI | ！！${ }^{\text {n／}}$ | 8100 | 681 | 681 | ¢४V | II | X |  | $\begin{array}{r} 0 \text { SSST } \\ \text { } \operatorname{LLDST} \\ 0 \text { OSyo } \end{array}$ |  |
| $\begin{array}{r} 010 \\ -\angle 0-\cap-\partial \end{array}$ | £10－80－ठ | LdWAXA | $\forall$ DZLLZ＇SXHYY VDZLLZ＇SXHYf | SL＇t | OSで | $!I^{n} W$ | $810^{\circ} 0$ | 6.81 | 681 | gyVJ | II | X |  | $\begin{aligned} & 0 \varsigma \varepsilon s 7 \\ & 0 \varsigma \varepsilon y \supset \end{aligned}$ |  |
| $\begin{array}{r} 010 \\ -L 0-\Omega-\partial \end{array}$ | £10－80－ठ | LdWEXE |  | $L L^{\prime} \dagger$ | 80¢ I | $\cdots 1{ }^{1} \mathrm{~N}$ | $810^{\circ} 0$ | 681 | 6.81 | I． | II | X |  | XャMヨyว Sdヨll9S7 <br> IJ3LL9S7 |  |
| $\begin{array}{r} 010 \\ -\angle 0-\cap-\partial \end{array}$ | ย10－80－ठ | LdWGXG | のdZ6で・SXHXY GdZひでがSXHY | LL＇t | 2llı |  | 8100 | 6.81 | 6.81 | It | II | X |  | $\begin{array}{r} 05 t M L \\ \text { IdGsstS7 } \end{array}$ |  |
| ```ләр.O ว^!!пวәхヨ [.\!uoう สัu!ุวข``` |  |  |  | （wu） | （wu） |  | $\begin{aligned} & \left({ }_{\tau} \mathrm{w}\right) \\ & \text { eวコV } \end{aligned}$ | ןru！uon | ［ßヤOL |  |  | $\begin{gathered} \text { D1EIS } \\ -0 S \end{gathered}$ |  |  |  |
| 」әчғО 10 <br> มə15！ uoqrej | ıәр．О วง！！กวขхヨ <br>  |  |  | วแ！า <br>  |  | $\begin{aligned} & \partial \mathrm{d} \kappa_{\mathrm{L}} \\ & \text { әu! } \\ & \hline \rho_{n} \end{aligned}$ $\rho_{\mathrm{On}}^{\mathrm{J}}$ | ןешәдиІ yue $L$ ${ }^{\mathrm{Fn}}{ }^{2}$ | $\begin{array}{r} \text { (s.əə! } \\ \cdot \mathrm{O} \Lambda \text { Yue } \end{array}$ | I） $\mathrm{IOn}_{\mathrm{J}}$ | ．10 IJ） шəเรКS ・ゴ」 |  |  | edo．ıdde səpoう səjes | ןpow ұuәud！nb灵 ．10 วu！ริธี | צวәчว） วงอว 15.10 M |
| tis | GIS | ZIS | IIS | 015 | $\cdot 6 \mathrm{~S}$ | ． 8 S | ＇LS | 9S |  | ¢S | tS |  | ¢S | ＇zS | ＇IS |

（1）The nominal fuel line lengths can be grouped into increment of $\pm 3$ inches（ 76 mm ）

