

CALIFORNIA AIR RESOURCES BOARD (CARB) ADOPTS REVISED SMALL ENGINE STANDARDS WHICH RESOLVE KEY CONCERNS

FINAL STANDARDS

- On September 25, 2003, the ARB adopted revised small engine standards that incorporate an industry-proposed compromise addressing cost and fire safety while preserving emission benefits.

COMPLYING ENGINES WILL BE SAFE

- The revised tailpipe standards were proposed by American Honda, Briggs and Stratton, the Engine Manufacturers Association (EMA) and the Outdoor Power Equipment Institute (OPEI), and reduce the amount of heat produced, which eases the need for heat management and shielding.
- According to American Honda's testimony, the revised standards, "will make it possible to have an exhaust system with a lower risk of being a fire safety hazard. It is manageable today on our current products. And with this revised proposal it will be manageable on future products."
- The California Fire Chiefs Association testified that the revised regulations appeared to satisfy their concerns, and pledged to work with ARB to ensure there are no remaining safety issues.

COMPLIANCE WILL NOT REQUIRE MAJOR ENGINE REDESIGN

- The revised standards make redesign, and hence retooling of engines unlikely, and preserve almost all of the emission benefit. (Briggs' job loss argument relies on the presumption that California standards are so stringent that different engines are required.)
- Engine and Equipment Manufacturers widely supported the revised approach that controls fuel evaporation more, and tailpipe emissions less.
- The revised regulation lowers cost so the same basic models can be used for all 50 states.