



Environmental Fact Sheet

Frequently Asked Questions: Emission Standards for Industrial Spark-ignition Engines

In September 2001, the U.S. Environmental Protection Agency (EPA) published a Notice of Proposed Rulemaking (NPRM) to seek public comment on our plan to propose more stringent emission standards for engines on equipment including forklifts and generators, and vehicles including snowmobiles, off-highway motorcycles and ATVs, and recreational marine diesel engines. This information sheet addresses common questions we have heard from concerned parties.

Why is EPA looking at new emission controls for Industrial Spark-Ignition Engines?

Our analysis shows that nonroad spark-ignition engines over 19 kilowatts ("Large SI engines") emit almost 700,000 tons of hydrocarbons (HC) plus oxides of nitrogen (NO_x) each year across the United States, which help form smog. They can also emit high levels of carbon monoxide and toxic compounds such as benzene, which is especially problematic for engines operating indoors. Reducing these emissions would benefit our health and environment. The Clean Air Act requires us to set emission standards that address these problems. These impacts are described in more detail in "FAQ:Environmental Impacts of Recreational Vehicles and Other Nonroad Engines" [EPA420-F-01-030].

Must the Large SI engine I own meet these regulations?

No. Engine manufacturers must ensure each **new** Large SI engine sold meets our regulations. The proposed regulations would apply only to new engines produced after January 1, 2004. Anything manufactured before then would not be affected and would remain legal to own and operate. Similar requirements already apply in California.

As an owner of a Large SI engine, what must I do?

You may **not** disable any emission controls installed on your engine to meet our regulations. Manufacturers will explain in their owner's manual what type of emission controls exist for each model. Manufacturers may also specify some minor maintenance you must have done to keep emission controls working properly over the life of the engine.

What kinds of emission controls is EPA considering?

We don't specify what emission controls manufacturers must use to comply with the regulations, but we anticipate many manufacturers will choose to meet them by adding technologies that have been used in cars for many years, including electronic fuel systems and three-way catalytic converters.

How much will these controls cost?

We are projecting an average increased cost of about \$600 per engine. This would vary somewhat based on the size of the engine and the type of fuel that it burns.

How will these controls affect performance and safety?

These technologies should not only reduce emissions, but substantially improve engine performance. In fact, we expect fuel and maintenance costs to go down enough to more than offset the extra engine costs in a short time. None of the emission controls we are considering affect safety.

Will these regulations affect where I can use my equipment?

No. The proposed regulations don't restrict your use. They cover only the exhaust and evaporative emissions from your new engine.

Will EPA publish noise regulations?

We are not proposing any new noise regulations. However, the technologies used to reduce emissions should result in some noise reduction.

Where can I get more information?

Keep an eye on our web page for Large SI engines (<http://www.epa.gov/otaq/largesi.htm>) for more information and any developments. You may comment on the issues in this fact sheet or in the Notice of Proposed Rulemaking by sending an email to nranprm@epa.gov.

For further information, please contact Alan Stout at:

U.S. Environmental Protection Agency
Office of Transportation and Air Quality
2000 Traverwood Drive
Ann Arbor, MI 48105
stout.alan@epa.gov