



United States  
Environmental Protection Agency  
Office of Transportation and Air Quality

**Nonroad Engine In-Use Testing Report  
(Marine Spark Ignition Engines)**

Last Revision: August 2010 Version Number: 1.3

**Paperwork Reduction Act Notice**

The public reporting and recordkeeping burden for this collection of information is estimated to average 453.79 hours per respondent. Send comments on the Agency's need for this information, the accuracy of the provided burden estimates, and any suggested methods for minimizing respondent burden, including through the use of automated collection techniques to the Director, Collection Strategies Division, U.S. Environmental Protection Agency (2822T), 1200 Pennsylvania Ave., NW, Washington, D.C. 20460. Include the OMB control number 2050-0338 in any correspondence. Do not send the completed form to this address.

OMB No. 2050-0338  
Approval Expires on  
October 31, 2022  
EPA Form 5900-93

**Basic Information**

Submission Date

Manufacturer:   
In-Use Test Contact:   
Email Address:   
Phone #:

Engine Family:   
Min. Tests Required:

FEL/ Emission Limit(s)  
HC+NOx  HC+NOx Units   
CO  CO Units

Comments:

Engines Disqualified and Reason:

**In-Use Engines Test Results**

Engine Model	Engine Serial Number	Engine Manufacture Date	Engine Usage Hours	Test Date	Test Time	Test Invalid?	HC+NOx Result	CO Result	Interim Calculations		Adjustments, Modifications, and Repairs	If engine in noncompliant or if the test is invalid, explain why.	Additional Comments
									HC+NOx Mean	CO Mean			
1													
2													
3													
4													
5													
6													
7													
8													
9													
10													
11													
12													
13													
14													
15													

**Current In-Use Test Status**

Number of HC+NOx Tests Performed:   
Number of CO Tests Performed:   
Number of Tests Required:

PASSING STATUS

Average Result  
Pollutant  
HC+NOx   
CO



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### Manufacturer Notes

Please provide any additional notes here.

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**Manufacturer Data Submission Template -- INSTRUCTIONS**

**I. About**

This template allows engine manufacturers to submit in-use testing data in a simple, consistent format. Based on the information entered by the submitter, the template performs the required sample size calculations and displays the current status of the test.

It is intended that a copy of this template be created for each engine family for which you are required to report in-use testing results. Please include the engine family name in the submission file name. 40 CFR Part 91.805 (a) indicates that this information must be submitted within three months after you have finished testing an engine family. It is intended that one copy of a template be maintained per engine family.

Three versions of this template are available, one each for Marine SI, Large SI, and Small SI engines. The instructions in this document are specific to the Marine SI template.

**II. General**

- The primary worksheet for entering in-use testing data is the worksheet labeled 'Submission Template.' You may only modify values in cells that are white. All other cells contain either labels or calculated values.
- The 'Notes' worksheet provides space for a manufacturer to provide any additional notes or relevant information for the engine family's production line testing information.

**III. Entering In-Use Test Information**

At the top of the 'Submission Template' worksheet, there are spaces to enter general information about the production line test you are reporting. Please provide as much information as possible. These fields include:

- Manufacturer contact information;
- Engine family identifier;
- Minimum number of tests required (see 40 CFR Part 1048.410);
- FEL or Emissions Limits for each pollutant being tested;
- Additional comments about the in-use tests for the engine family; and
- A description of the specific reasons any engines that have been disqualified.

**IV. Entering In-Use Engine Test Results**

Each in-use test is comprised of tests of one or more individual engines within the engine family being tested. Please include any invalid or incomplete engine tests. Begin entering your data in the first row (beginning in cell D34) of the 'Submission Template' worksheet. Please enter specific engine tests in the order in which they occurred and do not skip rows as you enter your results.

The following data fields are available for each engine test. The official reporting requirements can be found in 40 CFR Part 91.805.

Engine Model  
Engine Serial Number  
Engine Manufacture Date  
Engine Usage (hrs)  
Test Date  
Test Time  
Test Invalid?  
NOx/NMHC+NOx Result  
PM Result  
CO Result  
Units  
Adjustments, Modifications, and Repairs  
Invalid Reason  
Additional Comments

Immediately following the rows reserved for engine test results is a box labeled 'Current In-Use Test Status'. The cell labeled 'Number of Tests Performed' displays a count of the complete, valid engine tests entered. The cell labeled 'Number of Tests Required' computes the total number of tests required per 40 CFR 91.803. If you have entered the required number of engine tests, and the average result of all pollutants tested is less than the provided FEL/standard, the tests status should read 'PASS'. Otherwise, the test status should read 'OPEN'.

**V. How to Submit this Form**

Please submit by email to [in\\_use@epa.gov](mailto:in_use@epa.gov). If you prefer to send us a CD or diskette with an electronic copy of this form, please send it via courier to:

Manager, Heavy-duty and Nonroad Engines Group  
US Environmental Protection Agency  
Attn: In-use Data  
310 L St, NW  
Mail Code 6403J  
Washington, DC 20005

You may also send it via regular mail. However, please be advised that regular mail is irradiated. Irradiation may compromise the integrity of your CD or diskette. If using regular mail, please send your submission to:

By Regular Mail:  
1200 Pennsylvania Avenue  
MC 6403J  
Washington, DC 20460

We are working on other methods for you to submit this form. Please contact your certification representative for the latest information.

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