| Table 1 - Inspection Information | |
|---|---|
| **Entry/Inspection Date(s):** | **Docket Number:** |
| August 16, 2018 | R 9 - C A A - 1 9 - 1 0 0 2 |
| **Inspection Location:** | **Entry/Inspection Number(s)** |
| Price Dominguez Warehouse | E S 3 - 2 5 2 9 7 2 8 - 2 |
| **Address:** | |
| 2711 E. Dominguez St | |
| **City:** | **Inspector(s) Name(s):** |
| Long Beach | Daniel Haskell |
| **State:** CA **Zip Code:** 90810 | **EPA Approving Official:** |
| | Joel E. Jones |
| **Respondent:** | **EPA Enforcement Contact:** |
| CRT Motor, Inc. | Daniel Haskell (Region 9), (213) 244-1816 |

**Table 2 - Description of Violation and Vehicles/Engines**

The 44 highway motorcycles described below were found to be imported by CRT Motor, Inc. in violation of Section 203(a)1) of the Clean Air Act (CAA), 42 U.S.C. § 7522(a)(1), and the regulations codified at 40 C.F.R. §§ 86.407-78(a), 1068.101(a)(1), and 1068.101(b)(5), which collectively prohibit the importation of engines or equipment containing these engines, unless they are covered by a valid EPA certificate of conformity (COC) or are properly exempted or excluded. The EPA took the muffler/exhaust assembly from the inspected highway motorcycle and sent it to an EPA laboratory for analysis. Physical and chemical examination of the muffler assembly of the exhaust system revealed the design of the catalyst contained material significantly different from the catalyst design specified in the COC application for the engine family. Specifically, the ratio of precious metals in the tested sample differs significantly from the certified design. The EPA found no evidence that the highway motorcycles are excluded from coverage. Hence, the 44 highway motorcycles are uncertified, and they cannot legally be imported into the United States.

| Vehicle Description | Claimed Engine Manufacturer | Observed Model | Observed Engine Family | Quantity |
|---|---|---|---|---|
| Highway Motorcycles | Jiangsu | 4 horsepower | JBMHC.049JLE | 44 |

| Table 3 - Penalty and Required Remediation | |
|---|---|
| Penalty | $2,420 |
| Required Remediation | CRT Motor, Inc. must destroy or export the 44 highway motorcycles to a country other than Canada or Mexico, and provide the EPA with a report documenting the corrective action taken. |

**Enclosure**

**CLEAN AIR ACT MOBILE SOURCE EXPEDITED SETTLEMENT AGREEMENT**

DOCKET NO. R9-CAA-19-1002

Respondent: CRT Motor, Inc.
167 Mason Way
Ste A-4
City of Industry, CA 91746

1. The parties enter into this Clean Air Act Mobile Source Expedited Settlement Agreement (Agreement) in order to settle the civil violations discovered as a result of the inspection specified in Table 1, attached, incorporated into this Agreement by reference. The civil violations that are the subject of this Agreement are described in Table 2, attached, incorporated into the Agreement by reference, regarding the vehicles/engines specified therein.

2. Respondent admits to being subject to the Clean Air Act (CAA) and its associated regulations and that the United States Environmental Protection Agency (EPA) has jurisdiction over the Respondent and the Respondent's conduct described in Table 2. Respondent does not contest the findings detailed therein, and waives any objections Respondent may have to the EPA's jurisdiction.

3. Respondent consents to the payment of a penalty in the amount of $2,420. further described in Table 3, attached, incorporated into this Agreement by reference. Respondent agrees to follow the instructions in "CAA Mobile Source Expedited Settlement Agreement Instructions," attached, incorporated into this Agreement by reference. Respondent certifies that the required remediation, detailed in Table 3, has been carried out.

4. By its first signature below, the EPA approves the findings resulting from the inspection and alleged violations set forth in Table 1 and Table 2. Upon signing and returning this Agreement to the EPA, Respondent consents to the terms of this Agreement without further notice. Respondent acknowledges that this Agreement is binding on the parties signing below, and becomes effective on the date of the EPA's ratifying signature.

APPROVED BY EPA:

(b) (6) [redacted]

Date: 11-14-18

Joel E. Jones, Assistant Director, Enforcement Division, EPA Region 9

APPROVED BY RESPONDENT:

Name (print): Jin Jun Yu

Title (print):

Signature: (b) (6) [redacted]

Date: 12-14-18

RATIFIED BY EPA:

(b) (6) [redacted]

Date: 2-13-19

Joel E. Jones, Assistant Director, Enforcement Division, EPA Region 9