

**Snowmobiles Meeting Yellowstone and Grand Teton National Parks'  
Best Available Technology (BAT) Requirements**

**October 6, 2004**

Snowmobile	Average Air Emissions (g/kW-hr)		Sound Emissions (dBA)
	Hydrocarbons	Carbon Monoxide	
<b>Average 2-Stroke Snowmobile (Non-BAT)</b>	150	400	No greater than 78*
<b>BAT Requirements</b>	Less than 15	Less than 120	73 or less
2002 Arctic Cat 4-Stroke Touring	6.20	79.95	71.3
2002 Arctic Cat 4-Stroke Trail	6.20	79.95	72.0
2002 Polaris Frontier Touring	3.19	79.15	74.6
2003 Arctic Cat 4-Stroke Touring	7.55	95.40	70.1
2003 Arctic Cat 4-Stroke Trail	7.55	95.40	72.2
2003 Polaris Frontier Classic	5.4	111.6	74.3
2003 Polaris Frontier Touring	5.4	111.6	73.3
2004 Arctic Cat T660 Touring	5.62	92.30	71.75
2004 Bombardier Ski-Doo Elite SE, equipped with the Elite BAT Upgrade	4.65	103.16	74.8
2004 Bombardier Ski-Doo Legend Sport GT V1000, equipped with BAT Upgrade (P/N 861-205-300)	6.12	92.93	72.3
2004 Polaris Frontier Classic	5.4	111.6	73.2
2004 Polaris Frontier Touring	5.4	111.6	73.7
2005 Arctic Cat Bearcat W/T	5.62	92.30	73.7
2005 Arctic Cat T660	5.62	92.30	72.2
2005 Polaris Frontier Touring	5.4	111.6	73.7

\* Society of Automotive Engineers testing procedures allow for a 2 dB tolerance over the sound level limit to provide for variations in test site, temperature gradients, wind velocity gradients, test equipment, and inherent differences in nominally identical vehicles. (It has been observed that under some test site conditions, variability in test results greater than 2 dB can be experienced.)

**Notes**

- Emission figures presented are Official Test Results, which constitute an average of actual engine emissions.
- The 2004 Bombardier Ski-Doo Elite SE and Legend Sport GT V1000 must be equipped with BAT upgrade kits in order to meet BAT noise requirements. The upgrade kits lowers sound levels by controlling the maximum throttle body opening and use different software for the snowmobile's electronic control unit.