

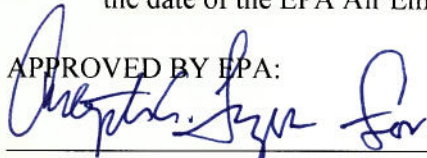
Enclosure
CLEAN AIR ACT MOBILE SOURCE EXPEDITED SETTLEMENT AGREEMENT

DOCKET NO.CAA-12-7929

Respondent: Rok Moremani
Rok-Mir, LLC.
380 Waitsboro Dr.
Somerset, KY 42503

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 this Agreement by reference, regarding the vehicles/engines specified therein.
2. Respondent admits 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 EPA's jurisdiction.
3. Respondent consents to the payment of a penalty in the amount of \$3,500, 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, 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 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 Air Enforcement Division Director's ratifying signature.

APPROVED BY EPA:



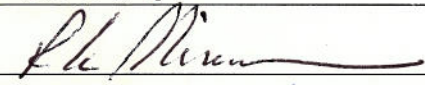
Phillip A. Brooks, Director, Air Enforcement Division

Date: 4/9/12

APPROVED BY RESPONDENT:

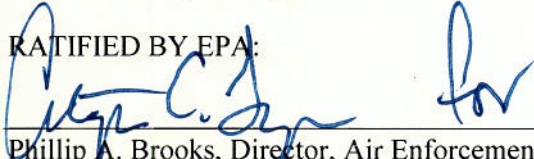
Name (print): ROK-MIREMANI

Title (print): OWNER

Signature: 

5/11/12

RATIFIED BY EPA:



Phillip A. Brooks, Director, Air Enforcement Division

Date: 6/20/12

Table 1 - Inspection Information

Entry/Inspection Date(s):		Docket Number:	
June 13, 2010		C A A - 1 2 - 7 9 2 9	
Inspection Location:		Entry/Inspection Number(s)	
CBP Warehouse		1 8 8 - 2 1 0 6 9 8 9 - 7	
Address:			
1 East Bay Street			
City:		Inspector(s) Name(s):	
Savannah		Mario Jorquera	
State:	Zip Code:	EPA Approving Official:	
GA	31401	Phillip A. Brooks	
Respondent:		EPA Enforcement Contact:	
Rok-Mir, LLC		Evan Belser	

Table 2 - Description of Violation and Vehicles/Engines

Under the Clean Air Act (Act), one may import into the United States a new nonroad spark-ignition engine or vehicle with a gross power output at or below 19 kilowatts only if that vehicle or engine is covered by a valid EPA-issued certificate of conformity (COC). 40 C.F.R. § 90.1003(a)(1)(ii); *see also* 42 U.S.C. § 7550(1) (defining “manufacturer” to include importers of new engines). On or about June 13, 2010, Rok-Mir, LLC imported into the United States 20 new golf carts (subject vehicles). These vehicles were not covered by a COC, and therefore importation of each of the vehicles constitutes a separate violation of the Act and 40 C.F.R. § 90.1003(a)(1)(ii). Though Jim Sledge, an agent for Rok-Mir, LLC, provided EPA with the alleged COC for these engines, that proffered document was a forgery. It was an altered version of Certificate Number AXYEC.200SA1-003. This COC was issued to Xingyue USA, Inc. and covers only certain on-highway motorcycles. The subject vehicles were manufactured by a company named Yongkang Jinghang Industry & Trade Co., Ltd., not Xingyue USA, Inc. Also, applicable regulations do not allow for a valid COC covering on-highway motorcycles to also cover small spark-ignition engines or vehicles. *Compare* 40 C.F.R. Parts 85, 86 *with* 40 C.F.R. Part 90.

Additionally, manufacturers may import into the United States new nonroad spark-ignition engines and vehicles with a gross power output at or below 19 kilowatts only if those vehicles or engines bear a label that satisfies numerous regulatory requirements. 40 C.F.R. §§ 90.114, 90.1003(a)(4)(ii). None of the subject vehicles bore any such label, and therefore introduction into U.S. commerce of each of the vehicles constitutes a separate violation of the Act and 40 C.F.R. § 90.1003(a)(4)(ii).

As detailed in the cover letter to this Agreement, EPA will take no further civil action against Rok-Mir, LLC for these 40 violations if they are resolved under this Agreement. However, nothing in this Agreement precludes civil or criminal action against Rok-Mir, LLC or any other party related to either the fraudulent alteration made to aforementioned COC or the presentment of the altered COC to EPA and the United States Customs and Border Protection as a valid COC for the subject vehicles.

Equipment Description	Engine Family	Manufacturer	Model Year	Quantity
150 cc gasoline golf carts	None	Yongkang Jinghang Industry & Trade Co., Ltd.	2010	20

Table 3 - Penalty and Required Remediation

Penalty	\$3,500
Required Remediation	Rok-Mir, LLC must destroy or export, to a country other than Canada, Mexico, and U.S. territories, all of the 20 golf carts imported in this entry.

→ All Motors from Golf Carts HAS BEEN Taken out and delivered to Custom AGENCY approved by MI JORQUERA