

# Amendments To California's Off-Highway Recreational Vehicle Regulation

July 20, 2006



California Environmental Protection Agency



Air Resources Board

# Overview

- Regulatory History
- Proposed Amendments
- Benefits and Costs
- Summary



# California Regulatory History

- 1994: Adoption of OHRV Regulation
  - HC and CO Exhaust Standards
    - Engines greater than 90cc: 1998 Model Year
    - Engines 90cc and Less: 2000 Model Year



# California Regulatory History

- 1998: Amendments to OHRV Regulation
  - Issues
    - Lack of certified motorcycles to sell
    - Misuse of competition vehicle exemption
  - Stakeholder committee formed
    - Dealer and User Groups, Public Land Agencies, Manufacturers, Department of Motor Vehicles
  - Riding Seasons
    - Based on air quality data for ozone



# Ozone Map of California - 2004



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# California Regulatory History

- 1998: Amendments (cont'd.)
  - Red Sticker program adopted



Compliant and Noncompliant  
Registration Stickers



- 2003: Amendments
  - Red Sticker registration moved to 2003



# Federal Regulatory History

- 2002: U.S. EPA's Federal Rule
  - Exhaust Standards (2006-2007)
    - Different HC+NO<sub>x</sub> and CO standards for motorcycles and ATVs
    - Less stringent standards for small displacement engines
  - Evaporative Standards (2008)
    - Permeation only
  - Broader vehicle applicability



# Proposed Amendments

- Re-categorize Vehicles:
  - Vehicle Definitions
  - Test Procedures
  - Labeling Requirements
- Adopt Federal Evaporative Emission Standards
- Revise Riding Season Schedule



# Vehicle Definitions



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# Sand Cars

- Industry approached staff after publication of proposal
- Vehicles considered ATVs by U.S. EPA
- Very small-volumes (“cottage” industry)
- Near Term:
  - Categorize as OHRV
  - Harmonize testing & standards with U.S. EPA
- Long Term: evaluate further reductions



# Proposed Amendments (1)

- Recategorization
  - Sport & Utility Vehicles and Sand Cars <1 liter
    - Allow testing using ATV test procedures
    - Continue to comply with more stringent SORE/LSI HC+NO<sub>x</sub> standard (12 g/kW-hr)
  - Sand Cars >1 liter
    - Allow testing using ATV test procedures
    - Allow use of less stringent HC+NO<sub>x</sub> standard (13.4 g/kW-hr)



# Proposed Amendments (2)

- Adopt Federal Evaporative Emission Standards
  - Permeation Control
    - Fuel Tanks: 1.5 g-m<sup>2</sup>/day
    - Fuel Hoses: 15.0 g-m<sup>2</sup>/day
- Diurnal emissions control requirements may be proposed later



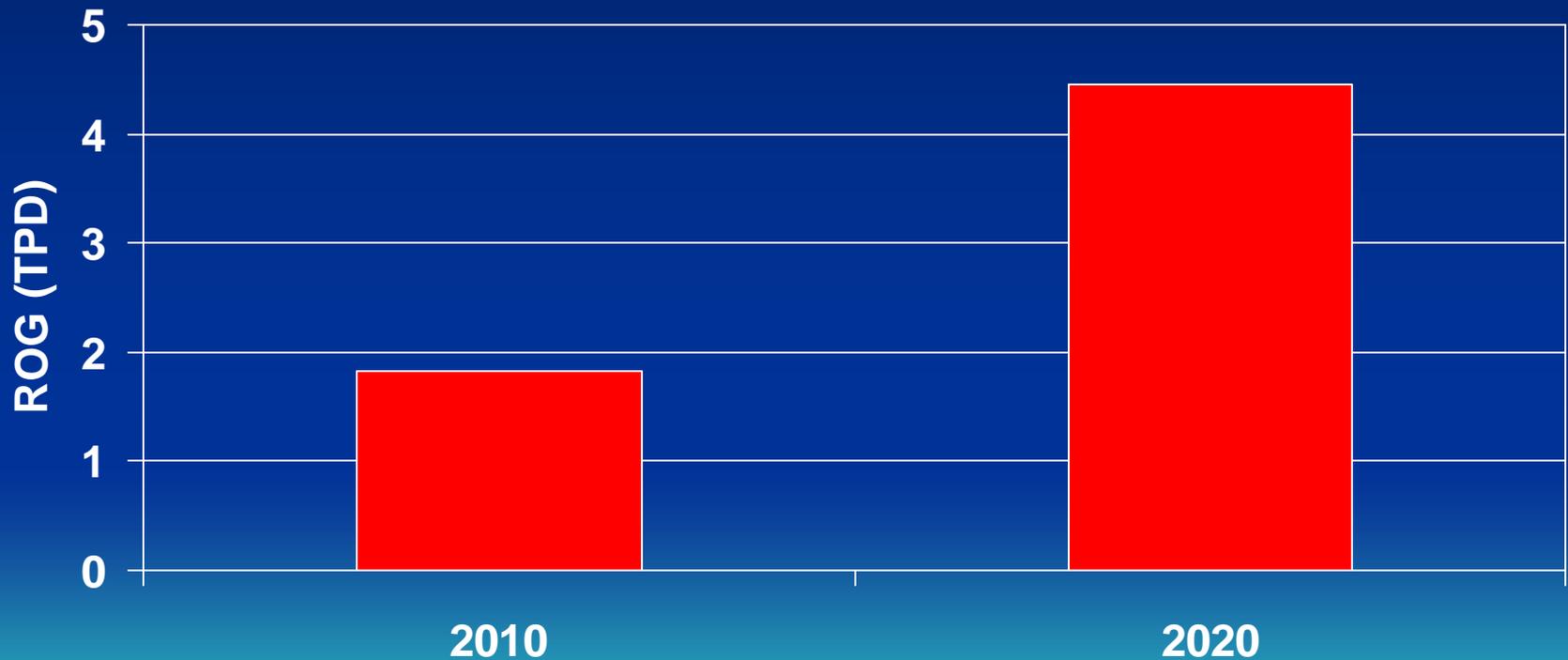
# Proposed Amendments (3)

- Revise Riding Season Schedule
  - New ozone data analyzed
  - Number of schedules reduced from 17 to 6
  - Federal Areas: Identified by Ranger District or Field Office



# Emissions Benefits

## Evaporative Emission Reductions - Statewide



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# Economic Impacts

- No additional costs for evaporative control
- Reduced testing burden for manufacturers
- Easier enforcement for land agencies



# Summary

- Categorize Sport & Utility Vehicles and Sand Cars as Recreational Vehicles
  - Reducing costs
- Adopt federal evaporative requirements
  - Reducing emissions
- Revise riding seasons
  - Providing more riding opportunities and more efficient enforcement



# Conclusion and Future Plans

- Recommend adoption of staff proposal
- 15-day changes
- Staff will evaluate more stringent exhaust and evaporative measures



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