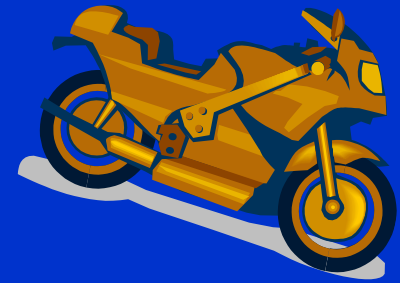
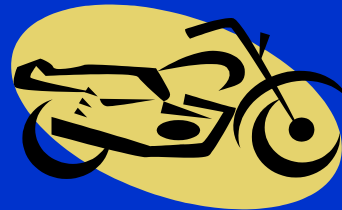
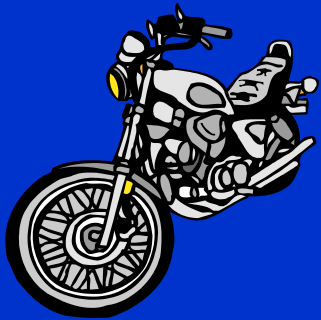


Proposed Exemption Regulation for Motorcycle Aftermarket Emission Critical Parts

WORKSHOP



April 9, 2008

Overview

- Background
- Staff proposal
 - Exemption process
- Information needs
- Conclusion
- Contacts

Background

Aftermarket Parts Section:

- Exemption process for non-critical emission components
 - Testing to show no emission increase
- Exemption process for critical emission components
 - Testing to show no emissions increase
 - Not allowed until emission warranty expires
 - Requires durability demonstration

Background (cont.)

- Examples of aftermarket critical emission control components
 - Catalysts (in exhaust system), oxygen sensors, hydrocarbon adsorbers
- Examples of aftermarket non-critical emission control components
 - Air intakes, exhaust manifolds, camshafts, ECU controllers, superchargers

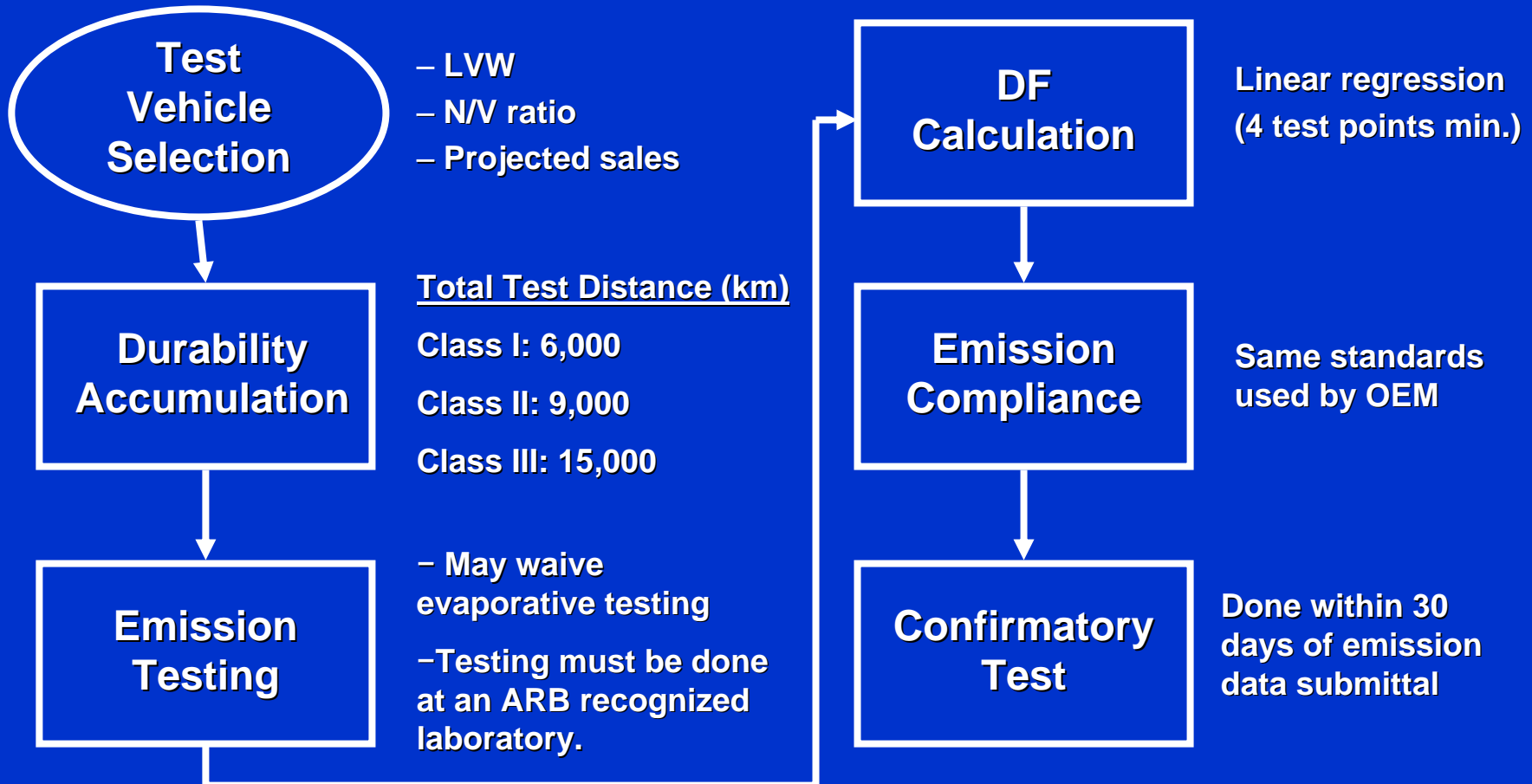
Background (cont.)

- More stringent motorcycle emission standards
- Increased use of catalysts by OEMs
- High rate of modification in motorcycles
- No existing aftermarket evaluation procedures for motorcycle critical emission control components (CECC)

Proposed Regulation

- Applicable to all aftermarket CECC for use on highway motorcycles still under warranty
- Very similar to new motorcycle certification requirements
 - Emissions testing
 - Warranty and labeling
 - Quality audit
 - In-use testing/recall

Emissions Testing



Warranty and Labeling

- Component emission warranty
 - Five years/applicable useful life mileages
 - Assures reliability of emission critical AM parts
- Installation warranty
 - Same coverage as emission warranty
 - Liability to part manufacturer or installer
 - Similar concept to diesel retrofits
- Labeling similar to current exemption requirements

Quality Audit

- Used to ensure uniform part production
- Quarterly reports must be submitted 30 days after each quarter
 - Part numbers
 - VINs
- ARB can ask for testing of one part for every 500 sold

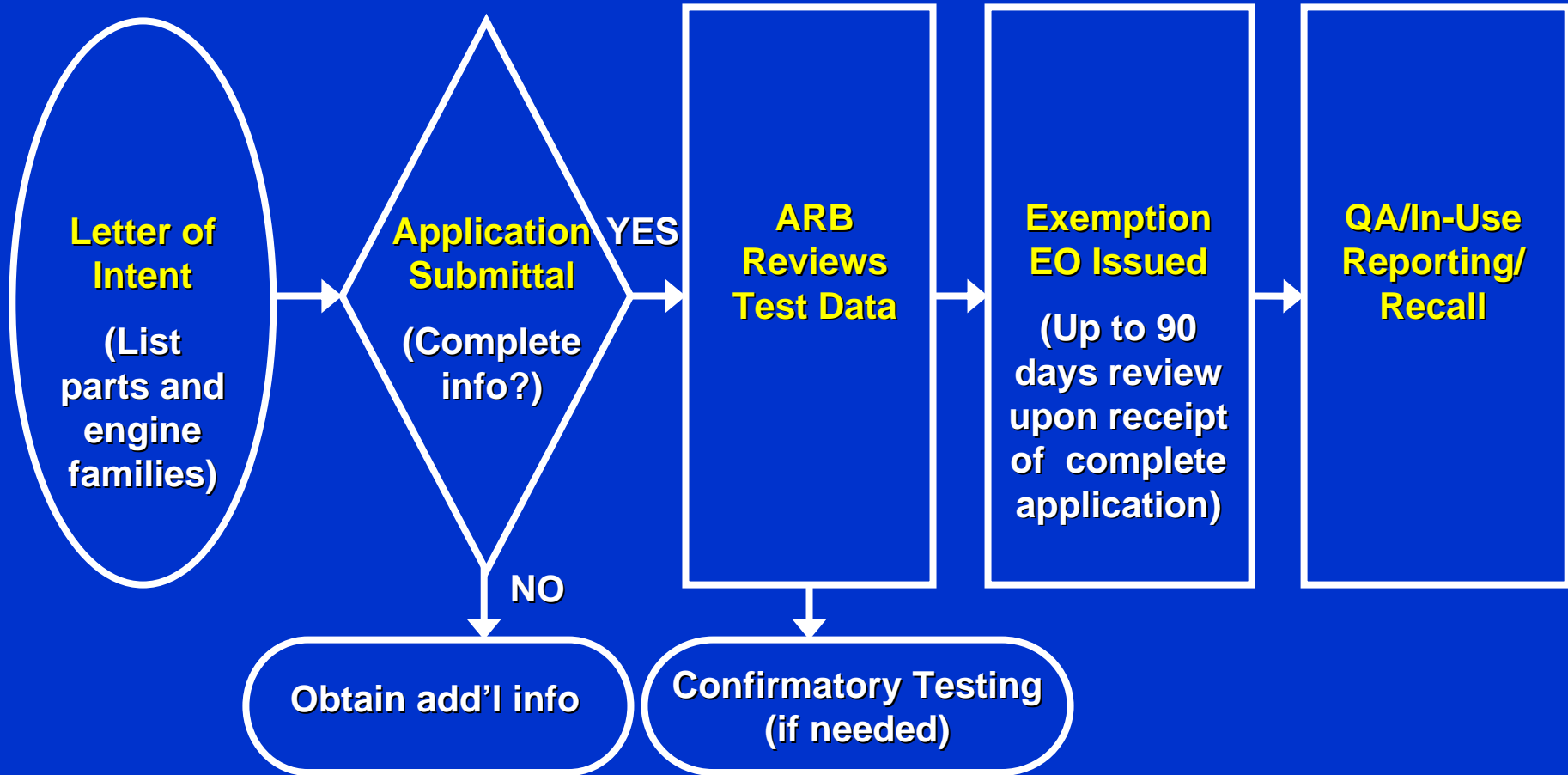
In-Use Reporting/Recall

- Defects reporting would be similar to what is done for OEMs (13 CCR 2166-2174)
- In-use testing of up to 20% of exempted engine family applications
- Failure of 4% or 25 parts would require corrective action

Penalties

- Noncompliance with any regulatory provision could result in:
 - EO revocation
 - Other possible civil penalties

Exemption Process Summary



Application Submittal

- Follow guidelines in paragraph (c)(4) of the proposal
- Must contain the following:
 - Applicable engine family
 - Part/kit description
 - Emissions/durability data
 - Warranties
 - Labeling
 - Installation instructions and locations
 - Safety statement

Information Needs

- Staff needs assistance to generate economic and market information for Board package
- Responses are needed to handout questions

Conclusion

- Proposal is for aftermarket critical emission parts for highway motorcycles still under warranty only
- Requirements are similar to new motorcycle certification
- Next steps:
 - Submit workshop comments by April 30, 2008
 - Industry economic data needed by May 15, 2008

Contact Information

- ARB Website:

www.arb.ca.gov/msprog/aftermkt/motorcycle1/motorcycle1.htm

www.arb.ca.gov/msprog/onroad/cert/hmcctp/hmcctp.htm

Mailing Lists:

- ms-mailings
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- Contacts:

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- Questions?