State of California
AIR RESOURCES BOARD

Resolution 85-55

May 24, 1985

Agenda Item No: 85-8-3

WHEREAS, Sections 39600 and 39601 of the Health and Safety Code authorize the Air Resources Board (the "Board") to adopt standards, rules, and regulations necessary for the proper execution of the powers and duties granted to and imposed upon the Board by law;

WHEREAS, in Section 43000 of the Health and Safety Code, the Legislature has declared that the emission of air pollutants from motor vehicles is the primary cause of air pollution in the state and, in Sections 39002 and 39003 of the Health and Safety Code, has charged the Air Resources Board with the responsibility for systematically attacking the serious air pollution problem caused by motor vehicles;

WHEREAS, Section 43107 of the Health and Safety Code authorizes the Board to adopt emission standards for new 1977 and later model year motorcycles sold in California;

WHEREAS, Sections 43013, 43101 and 43104 of the Health and Safety Code authorize the Board to adopt emissions standards and test procedures to control air pollution caused by motor vehicles;

WHEREAS, the Board has adopted "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Liquefied Petroleum Gas- or Gasoline-Powered Motor Vehicles" (Evaporative Test Procedures), incorporated by reference in Section 1976, Title 13, California Administrative Code;

WHEREAS, in Section 1958, Title 13, California Administrative Code, the Board has adopted exhaust emission standards and test procedures for motorcycles;

WHEREAS, the Evaporative Test Procedures specify an evaporative emissions standard of 2.0 grams per test for 1986 and subsequent model year Class III motorcycles;

WHEREAS, on October 26, 1984, the Harley-Davidson Motor Co. petitioned the Board to amend Section 1976 and the Evaporative Test Procedures to continue the currently applicable 6.0 grams per test evaporative emission standard through the 1988 model year for small volume manufacturers of Class III motorcycles;

WHEREAS, at its public meeting on February 21, 1985, the Board decided to consider further the Harley-Davidson petition and directed the staff to prepare a regulatory proposal addressing Harley-Davidson's concerns;

WHEREAS, the Board directed the staff to review and, if necessary, propose amendments to the evaporative emission test procedures to enable small volume manufacturers to certify more easily Class III motorcycles for sale in California;

WHEREAS, the staff has proposed amendments to Section 1976, Title 13, California Administrative Code, and the incorporated Evaporative Test Procedures, which would continue for model years 1986 through 1988 the 6.0 grams per test evaporative emission standard for Class III motorcycle manufacturers selling less than 5,000 new motorcycles per year in California, specify optional test procedures for manufacturers of Class III motorcycles selling less than 500 units per year in California, and establish reporting requirements for small volume manufacturers certifying to the 6.0 grams per test standard;

WHEREAS, the California Environmental Quality Act and Board regulations require that no project having significant adverse enviromental impacts be adopted as originally proposed if feasible alternatives or mitigation measures are available to reduce or avoid such impacts;

WHEREAS, a public hearing and other administrative proceedings have been held in accordance with the provisions of Chapter 3.5 (commencing with Section 11340), Part I, Division 3, Title 2 of the Government Code;

WHEREAS, the Board finds that:

Some small volume manufacturers of Class III motorcycles are expected to require up to three additional years of lead time to develop or buy the technology necessary to meet a 2.0 grams per test evaporative emission standard;

The technology exists and is available for small volume manufacturers to meet the current Class III motorcycle 6.0 grams per test evaporative emission standard;

The proposed optional test procedures would reduce certification costs for manufacturers selling less than 500 units annually in California, who would otherwise face financial hardship in attempting to certify their motorcycles for sale in California;

An adverse environmental impact of 0.01 tons per day of hydrocarbons will result from this proposal, due to the certification of motorcycles which could not be certified under the existing standard;

Limitation of the 6.0 grams per test standard to small volume manufacturers and to a three-year period, and limitation of the reduced testing requirements to manufacturers selling less than 500 units per year in California will mitigate the adverse environmental impacts of the proposed amendments; and

The adverse air pollution impact of the propsed amendments cannot be further mitigated, in light of the potentially serious economic effects which would be imposed upon the affected manufacturers and dealers.

NOW, THEREFORE, BE IT RESOLVED that the Board hereby approves the proposed amendments to Section 1976, Title 13, California Administrative Code and the incorporated Evaporative Test Procedures, as set forth in Attachments A and B hereto.

BE IT FURTHER RESOLVED that the Board directs the Executive Officer to adopt the amendments, as set forth in Attachments A and B, after making them available to the public for a period of 15 days, provided that the Executive Officer shall consider such written comments as may be submitted during this period, shall make such modifications as may be appropriate in light of the comments received, and shall present the regulations to the Board for further consideration if he determines that this is warranted.

BE IT FURTHER RESOLVED that the Board hereby determines that the amendments approved herein will not cause the California emission standards, in the aggregate, to be less protective of public health and welfare than applicable federal standards, will not cause the California requirements to be inconsistent with Section 202(a) of the Clean Air Act, and raise no new issues affecting previous waiver determinations of the Administrator of the Environmental Protection Agency pursuant to Section 209(b) of the Clean Air Act.

BE IT FURTHER RESOLVED that the Executive Officer shall forward the amended regulations to the Environmental Protection Agency with a request for confirmation that the amendments are within the scope of an existing waiver, pursuant to Section 209(b)(1) of the Clean Air Act.

I hereby certify that the above is a true and correct copy of Resolution 85-55, as adopted by the Air Resources Board.

Harold Holmes, Board Secretary

ATTACHMENT A

Amend Section 1976, Title 13, California Administrative Code to read as follows:

1976. Standards and Test Procedures for Fuel Evaporative Emissions from Liquefied Petroleum Gas or Gasoline-Powered Vehicles.

(a) Fuel evaporative emissions from 1970 through 1977 model passenger cars and light-duty trucks are set forth in Title 40, Code of Federal Regulations, Part 85, Subparts A and C, as it existed on June 20, 1973. These standards are enforced in California pursuant to Section 43008 of the Health and Safety Code.

(b) Evaporative emissions for gasoline-powered or 1983 and subsequent liquefied petroleum-gas-powered motor vehicles shall not exceed:

Vehicle Type	Model Year	Hydrocarbons (grams per test)
Passenger Cars Light-Duty Trucks Medium-Duty Vehicles Heavy-Duty Vehicles	1978 and 1979	6.0
Passenger Cars Light-Duty Trucks Medium-Duty Vehicles Heavy-Duty Vehicles	1980 and subsequent	2.0
~~Motorcycles~~	~~1983 and 1984~~	~~6.0~~
~~Class I and II (50-279cc)~~	~~1985 and subsequent~~	~~2.0~~
~~Class III (280cc and larger~~	~~1984 and 1985~~	~~6.0~~
	~~1986 and subsequent~~	~~2.0~~
Motorcycles		
Class I and II (50-279cc)	1983 and 1984	6.0
	1985 and subsequent	2.0
Class III (280 cc and larger)	1984 and 1985	6.0
	1986 and subsequent	2.0
Class III (280cc and larger) (Optional Standard for Small Volume Manufacturers)	1986-1988	6.0

The standards set forth above shall apply only to those liquefied petroleum gas or gasoline-powered motor vehicles which are subject to exhaust emission standards under this article. For purposes of this section, a small volume manufacturer means a manufacturer which sells less than 5,000 new motorcycles per year in California.

(c) The procedure for determining compliance with these standards is set forth in "California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Liquefied Petroleum Gas- or Gasoline-Powered Motor Vehicles," adopted by the State Board on April 16, 1975, as last amended ~~March 9, 1983~~ _____.

(d) Small volume motorcycle manufacturers electing to certify 1986, 1987, or 1988 model-year Class III motorcycles in accordance with the optional 6.0 gram per test evaporative emission standard shall submit, with the certification application, a list of the motorcycle models for which it intends to seek California certification and estimated sales data for such models. In addition, each such manufacturer shall, on or before July 1 of each year in which it certifies motorcycles under the optional standard, submit a report describing its efforts and progress toward meeting the more stringent evaporative emission standards. The report shall also contain a description of the manufacturer's current hydrocarbon evaporative emission control development status, along with supporting test data, and shall summarize future planned development work.

NOTE: Authority cited: Sections 39600, 39601, 43013, 43101, 43104, and 43107, Health and Safety Code. Reference: Sections 39003, 39500, and 43000, Health and Safety Code.

ATTACHMENT B

State of California
AIR RESOURCES BOARD

Note: These procedures are printed in a style to indicate the adopted changes. New text is underlined and deleted portions are noted.

CALIFORNIA EVAPORATIVE EMISSION STANDARDS AND TEST PROCEDURES FOR 1978 AND SUBSEQUENT MODEL LIQUEFIED PETROLEUM GAS- OR GASOLINE-POWERED MOTOR VEHICLES

ADOPTED: April 16, 1975
AMENDED: May 14, 1975
AMENDED: March 31, 1976
AMENDED: October 5, 1976
AMENDED: November 23, 1976
AMENDED: June 8, 1977
AMENDED: December 19, 1977
AMENDED: October 12, 1979
AMENDED: April 23, 1980
AMENDED: June 26, 1980
AMENDED: June 8, 1981
AMENDED: March 9, 1983
AMENDED: _____

CALIFORNIA EVAPORATIVE EMISSION STANDARDS AND TEST PROCEDURES FOR 1978 AND SUBSEQUENT MODEL LIQUEFIED PETROLEUM GAS- OR GASOLINE-POWERED MOTOR VEHICLES

The provisions of Title 40, Code of Federal Regulations (CFR), Part 86, Subparts A and B, as they pertain to evaporative emission standards and test procedures and as they existed on January 28, 1979 are hereby adopted as the California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Liquefied Petroleum Gas- or Gasoline-Powered Motor Vehicles, with the following exceptions and additions:

1. These standards and test procedures are applicable to all new 1978 and subsequent model gasoline-powered or 1983 and subsequent model liquefied petroleum gas (LPG)-powered passenger cars, light-duty trucks, medium-duty vehicles, heavy-duty vehicles, and motorcycles which are subject to registration and first sold and registered in this state. These standards and test procedures do not apply to motor vehicles which are exempt from exhaust emission certification. The evaporative emission standards for the following class of vehicles are:

Class of Vehicle	Model Year	Hydrocarbons (grams per test)
Passenger Car Light-Duty Trucks Medium-Duty Vehicles Heavy-Duty Vehicles	1978 and 1979	6.0
Passenger Cars Light-Duty Trucks Medium-Duty Vehicles Heavy-Duty Vehicles	1980 and subsequent	2.0
Motorcycles		
Class I and Class II (50-279 cc)	1983 - 1984 1985 and subsequent	6.0 2.0
Class III (280 cc and greater)	1984 - 1985 1986 and subsequent	6.0 2.0
Class III (280cc and greater) (Optional Standard for Small Volume Manufacturers)	1986 - 1988	6.0

2. The definitions in Section 1900, Title 13, California Administrative Code, and in the applicable model year California exhaust emission standards and test procedures, are hereby incorporated into this test procedure by reference.

3. Approval of medium-duty vehicles shall be based on the same standards and test procedures as light-duty trucks. In selecting medium-duty test vehicles, the Executive Officer shall consider the availability of test data from comparably equipped light-duty vehicles and the size of medium-duty vehicles as it relates to the practicability of evaporative emission testing.

4. For all motor vehicles, except motorcycles:

Demonstration of system durability and determination of an evaporative emission deterioration factor (DF) for each evaporative emission engine family shall be based on tests of representative vehicles and/or systems. For purposes of evaporative emission durability testing, a representative vehicle is one which, with the possible exception of the engine and drive train, was built at least three months prior to the commencement of evaporative emission testing, or is one which the manufacturer demonstrates has stabilized non-fuel-related evaporative emissions.

a. For 1978 model evaporative emission engine families which require durability testing for exhaust emissions certification, either

i. Evaporative emission testing shall be conducted on all durability vehicles at the 5,000, 10,000, 20,000, 30,000, 40,000 and 50,000 mile test points. Testing may be performed at more frequent intervals with advance written approval from the Executive Officer. The results of all valid evaporative emission tests within each evaporative emission engine family shall be plotted as a function of mileage, and a least-squares-fit straight line shall be drawn through the data. The evaporative emission DF is defined as the interpolated 50,000 mile value on that line minus the interpolated 4,000 mile value on that line, but in no case shall the factor be less than zero. The interpolated 4,000 and 50,000 mile points on this line must be within the standards of Paragraph 1 or the data will not be acceptable for use in the calculation of a DF, unless no applicable data point exceeded the standard.

OR

ii. The manufacturer shall propose in his preliminary application for approval a method for durability testing and for determination of a DF for each evaporative emission engine family. The 4,000 and 50,000 mile test points (or their equivalent) used in determining the DF must be within the standards of Paragraph 1 or data will not be acceptable for use in the calculation of a DF. The Executive Officer shall review the method, and shall approve it if it meets the following requirements:

A. The method must cycle and test the complete evaporative emission control system for the equivalent of at least 50,000 miles of typical customer use.

B. The method must reflect the flow of liquid and gaseous fuel through the evaporative emission control system, and the exposure (both peak and cyclical) to heat, vibration, and ozone expected through 50,000 miles of typical customer use.

C. The method must have the specifications for acceptable system performance, including maximum allowable leakage after 50,000 miles of typical customer use.

No evaporative emission control system durability testing shall be required for 1978 model year vehicles which do not require exhaust emission control system durability testing, unless the Executive Officer determines that durability performance is likely to be significantly inferior to 1977 model year systems.

b. For 1979 and later model evaporative emission engine families, both (4)(a)(i) and (4)(a)(ii) shall apply to all families selected for exhaust emission durability testing, and (4)(a)(ii) shall apply to those evaporative emission engine families which are not subject to testing for exhaust emission durability. The DF's determined under (4)(a)(i), if any, shall be averaged with the DF's determined under (4)(a)(ii) to determine a single evaporative emission deterioration factor for each evaporative emission engine family.

c. For 1983 and subsequent model year LPG-fueled motor vehicles, the introduction of 40% by volume of chilled fuel and the heating of the fuel tank under the diurnal part of the evaporative test procedures shall be eliminated.

5. Approval of heavy-duty vehicles, excluding medium-duty vehicles, shall be based on an engineering evaluation of the system and data submitted by the applicant. Such evaluation may include successful public usage on light-duty or medium-duty vehicles, adequate capacity of storage containers, routing of lines to prevent siphoning, and other emissions-related factors deemed appropriate by the Executive Officer.

6. For the 1980 model year, the measured evaporative emissions from all test vehicles, except vehicles tested pursuant to paragraph (4) above and motorcycles, shall be corrected for background emissions by subtracting 1.0 grams per test. This correction for background emissions may be extended to include the 1981 model year, on a case-by-case basis, if the Executive Officer finds that a manufacturer has had insufficient lead-time to comply with the April 23, 1980, amendment to this procedure.

7. For the purposes of these test procedures, the following references in 40 CFR, Part 86, Subpart B, to light-duty vehicle evaporative testing shall also apply to motorcycles: 86.117-78, and 86.121-78. In addition, 40 CFR, Part 86, Subparts E, F, and other cited sections of Subpart B are incorporated into this test procedure by reference.

8. Certification of a motorcycle evaporative emission control system requires that the manufacturer demonstrate the durability of each evaporative emission control system family.

   a. The motorcycle manufacturer can satisfy the vehicle durability testing requirement by performing an evaporative emission test at each scheduled exhaust emission test (86.427-78) during the motorcycle exhaust emissions certification test (86.424-78) for each evaporative emission family. The minimum mileage accumulated shall be the total distance (one-half the useful life distance), although the manufacturer may choose to extend the durability test to the useful life distance (86.436-78). The displacement classes and test distances are shown below:

~~a.~~ ~~i.~~

Displacement Class	Engine Displacement Range (CC)	Total Test Distance (km)	Useful Life Distance (km)
I	50-169	6,000	12,000
II	170-279	9,000	18,000
III	280 and greater	15,000	30,000

   i. ~~ii.~~ All durability vehicles shall be built at least one month before the evaporative emissions test, or the manufacturer must demonstrate that the non-fuel related evaporative emissions have stabilized.

   ii. ~~iii.~~ Testing at more frequent intervals than the scheduled exhaust emissions tests may be performed only when authorized in writing by the Executive Officer.

   iii. ~~iv.~~ The DF shall be determined by calculating a least-squares linear regression of the evaporative emissions data with respect to mileage. The DF is defined as the extrapolated (from the regression) value at the useful life distance minus the interpolated value at the total test distance, where these distances are taken from the table in Paragraph (8)(a).

   iv. ~~v.~~ The extrapolated useful life and total test distance emissions shall be less than the applicable evaporative emission standards of Section 1 or the data will not be acceptable for use in the calculation of a DF and demonstration of compliance.

v. ~~vi.~~ Motorcycle manufacturers may use the ARB Component Bench Test Procedures or propose in their application a method for durability bench testing and determination of a DF for each evaporative emission engine family. The Executive Officer shall review the method, and shall approve it if it is similar to the requirements specified in Paragraph (4)(a)(ii). Any reference to 4,000 miles and 50,000 miles in Paragraph (4)(a)(ii) shall mean total test distance and useful life distance, respectively, as defined in Paragraph (8)(a)~~(i)~~ for the appropriate engine displacement class.

vi. ~~vii.~~ The DF determined under Paragraph (8)(a)~~(iv)~~ (iii) shall be averaged with the DF determined under Paragraph (8)(a)~~(v)~~ (v) to determine a single evaporative emission DF for each evaporative emission engine family. For those motorcycles which do not require exhaust emission control system durability testing, the evaporative emission control system DF shall be determined under (8)(a)~~(vi)~~ (v) only. Compliance with the standard shall be demonstrated by performing an evaporative emission test on a stabilized motorcycle. The motorcycle shall have accumulated at least the minimum test distance. The extrapolated useful life distance emissions after applying the bench test-derived DF shall be less than the applicable evaporative emission standards of Section 1.

vii. (A) Manufacturers of Class III motorcycles may elect to use an assigned evaporative emission control system DF, provided they meet the following requirements:

- Annual California motorcycle sales do not exceed 500 units, and
- The evaporative emission control system has been previously certified to meet the emission standards specified in these procedures or the manufacturer provides test data from previous federal certification demonstrating that the system complies with the durability requirements set forth in this section.

(B) Manufacturers of Class III motorcycles using an assigned evaporative emission control system DF pursuant to Subparagraph (8)(a)(vii)(A) may submit a written request for a waiver of evaporative emission testing. The waiver shall be granted if the Executive Officer determines that the motorcycles will comply with the evaporative emission standard. The determination shall be based on the performance of the evaporative emission control system on other motorcycles, the capacity of vapor storage containers, the routing of lines to prevent siphoning, and other emission-related factors determined by the Executive Officer to be relevant to evaluation of the waiver request.

(C) Nothing in this Paragraph shall be construed as an exemption from the exhaust emission standards and test procedures applicable pursuant to Section 1958, Title 13, California Administrative Code, or Subparagraph (8)(c)(ii) of these procedures.

viii. The emission label (86.413-78) shall identify the evaporative emission family.

ix. Preconditioning shall be performed in accordance with 86.532-78. The provisions of 86.132-78 which prohibit abnormal system loading during fueling and setting the dynamometer horsepower using a test vehicle shall be observed. Additional preconditioning (86.132-78, 3) may be allowed by the Executive Officer under unusual circumstances.

b. Instrumentation

The instrumentation necessary to perform the motorcycle evaporative emission test is described in 40 CFR, Section 86.107-78, with the following changes:

i. Revise Section (a)(4) to read: Tank fuel heating system. The tank fuel heating system shall consist of two separate heat sources with two temperature controllers. A typical heat source is a pair of heating strips. Other sources may be used as required by circumstances and the Executive Officer may allow manufacturers to provide the heating apparatus for compliance testing. The temperature controllers may be manual, such as variable transformers, or they may be automated. Since vapor and fuel temperature are to be controlled independently, an automatic controller is recommended for the fuel. The heating system must not cause hot spots on the tank wetted surface which could cause local overheating of the fuel or vapor. Heating strips for the fuel, if used, should be located as low as practicable on the tank and should cover at least 10 percent of the wetted surface. The centerline of the fuel heating strips, if used, shall be below 30 percent of the fuel depth as measured from the bottom of the fuel tank and approximately parallel to the fuel level in the tank. The centerline of the vapor heating strips, if used, should be located at the approximate height of the center of the vapor volume. The temperature controller must be capable of controlling the fuel and vapor temperatures to the diurnal heating profile within the specified tolerance.

ii. Revise Section (a)(5) (Temperature Recording System) to read: In addition to the specifications in this section, the vapor temperature in the fuel tank shall be measured. When the fuel or vapor temperature sensors cannot be located in the fuel tank to measure the temperature of the prescribed test fuel or

vapor at the approximate mid-volume, sensors shall be located at the approximate mid-volume of each fuel or vapor containing cavity. The average of the readings from these sensors shall constitute the fuel or vapor temperature. The fuel and vapor temperature sensors shall be located at least one inch away from any heated tank surface. The Executive Officer may approve alternate sensor locations where the specifications above cannot be met or where tank symmetry provides redundant measurements.

iii. Calibration shall be performed in accordance with 86.516-78, Section b, c(1) and c(3).

c. Test Procedure

i. The motorcycle exhaust emission test sequence is described in 40 CFR 86.530-78 through 86.540-78. The Sealed Housing Evaporative Determination (SHED) test shall be accomplished by performing the diurnal portion of the SHED test (86.133-78 except Sections a(1); K; and p; and neglecting references to windows and luggage compartments) after preconditioning and soak but prior to the "cold" start test. The fuel will be cooled to below 30°C after the diurnal test. The "cold" and "hot" start exhaust emission tests shall then be run. The motorcycle will then be returned for the hot soak portion of the SHED test. This general sequence is shown in Figure B78-10, under 86.130-78. The specified time limits shall be followed with the exception of soak times which are specified in 86.532-78 for motorcycles.

Running loss tests, when necessary, will be performed in accordance with 86.134-78, except references to 86.135-78 through 86.137-78 shall mean 86.535-78 through 86.537-78.

ii. Manufacturers of Class III motorcycles with annual California sales of less than 500 units using an assigned evaporative emission control system DF pursuant to Paragraph (8)(a)(vii) shall measure and report to the Executive Officer exhaust emissions from the CVS test between the diurnal and the hot soak tests even if the test is being conducted for evaporative emissions only. The exhaust emission levels projected for the motorcycle's useful life utilizing the exhaust emission deterioration factor determined during previous federal or California certification testing shall not exceed the standards set forth in Section 1958, Title 13, California Administrative Code.

iii. ~~ii.~~ The fuel and vapor temperatures for the diurnal portion of the evaporative emission test shall conform to the following functions within ± 1.7°C with the tank filled to 50 percent ± 2.5 of its actual capacity, and with the motorcycle resting on

its center kickstand (or a similar support) in the vertical position.

$T_f = (1/3)\ t + 15.5°C$

$T_v = (1/3)\ t + 21.0°C$

Where: T_f = fuel temperature, °C

T_v = vapor temperature, °C

t = time since the start of the diurnal temperature rise, minutes.

The test duration shall be 60 + 2 minutes, giving a fuel and vapor temperature rise of 20°C. The final fuel temperature shall be 35.5°C + .5°C.
An initial vapor temperature up to 5°C above 21°C may be used. For this condition, the vapor shall not be heated at the beginning of the diurnal test. When the fuel temperature has been raised to 5.5°C below the vapor temperature by following the T_f function, the remainder of the vapor heating profile shall be followed.

iv. ~~iii.~~ An alternate temperature rise for the diurnal test may be approved by the Executive Officer. If a manufacturer has information which shows that a particular fuel tank design will change the temperature rise significantly from the function above, the manufacturer may present the information to the Exeuctive Officer for evaluation and consideration.

v. ~~iv.~~ The hot soak evaporative emission test shall be performed immediately following the "hot" start exhaust emission test. This test is described in 86.138-78, except for item (d) which is revised to require that the motorcycle be pushed with the engine off rather than driven at minimum throttle from the dynamometer to the SHED.

vi. ~~v.~~ Calculations shall be performed in accordance with 86.143-78, except the standard volume for a motorcycle shall be 5 $ft.^3$ instead of 50 ft^3.

d. Motorcycle manufacturers with annual sales of less than 2,000 units for the three displacement classes in California are not required to submit the information specified by these test procedures to the Executive Officer. However, all information required by these test procedures must be retained on file and be made available upon request to the Executive Officer for inspection. These manufacturers shall submit the following information for evaporative emission certification:

i. A brief description of the vehicles to be covered by the Executive Order. (The manufacturer's sales data book or advertising, including specifications, will satisfy this requirement for most manufacturers.)

ii. A statement signed by an authorized representative of the manufacturer stating "The vehicles described herein have been tested in accordance with the provisions of the 'California Evaporative Emission Standards and Test Procedures for 1978 and Subsequent Model Liquefied Petroleum Gas - or Gasoline-Powered Motor Vehicles,' and on the basis of those tests, are in conformance with the aforementioned standards and test procedures."

9. The evaporative emissions for LPG systems shall be calculated in accordance with 86.143-78 except that a H/C ratio of 2.658 shall be used for both the diurnal and hot soak emissions.

Definitions:

Motorcycle Evaporative Emission Family: The group of motorcycle models which meet the criteria of EPA's MSAPC Advisory Circular No. 59, Section D.

State of California
AIR RESOURCES BOARD

Response to Significant Environmental Issues

Item: Public Hearing to Consider Amendments to the Class III Motorcycle Evaporative Emission Standards and Test Procedures

Agenda Item No.: 85-8-3

Public Hearing Date: May 24, 1985

Response Date: August 16, 1985

Issuing Authority: Air Resources Board

Comment: No comments were received identifying any significant environmental issues pertaining to this item. The staff report identified no significant adverse environmental effects.

Response: N/A

Certified: _____
Board Secretary

Date: 11-13-85

State of California

Memorandum

To : Gordon Van Vleck
Secretary
Resources Agency

Date : September 24, 1985

Subject : Filing of Notice of Decisions of the Air Resources Board

From Harold Holmes
Board Secretary
Air Resources Board

Pursuant to Title 17, Section 60007 (b), and in compliance with Air Resources Board certification under Section 21080.5 of the Public Resources Code, the Air Resources Board hereby forwards for posting the attached notice of decisions and response to environmental comments raised during the comment period.

Attachments
85-55
85-61(SEI)
85-62