

State of California
Air Resources Board

Resolution 87-30

March 27, 1987

Agenda Item No.: 87-5-3

WHEREAS, Health and Safety Code Sections 39600 and 39601 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, Sections 43013, 43101 and 43107 of the Health and Safety Code authorize the Board to adopt and implement emission standards for new 1977 and later model year motorcycles registered or sold in California which standards the Board has found to be necessary and technologically feasible to control air pollution caused by motor vehicles;

WHEREAS, Health and Safety Code Section 43104 authorizes the Board to adopt test procedures for determining whether new motor vehicles and new motor vehicle engines are in compliance with vehicular emission standards adopted by the Board, and provides that the Board shall base its test procedures on federal test procedures or on driving patterns typical in the urban areas of California;

WHEREAS, Health and Safety Code Section 43835 authorizes the Board to adopt specifications for the fill pipes and openings of motor vehicle fuel tanks for the purpose of ensuring compatibility with gasoline-dispensing nozzles for the purpose of vapor control and further authorizes the Board to exempt from such specifications those classifications of vehicles for which the Board determines the specifications are technologically infeasible;

WHEREAS, the Board's present motorcycle exhaust and evaporative emission test procedures, and associated certification requirements, are set forth in Sections 1958, 1976, and 2290, Title 13, California Administrative Code;

WHEREAS, the Board's present test procedures are largely equivalent to Environmental Protection Agency (EPA) federal certification test procedures contained in Title 40, Code of Federal Regulations, Part 86, Subparts E and F, as the federal procedures existed on April 15, 1978;

WHEREAS, the EPA has promulgated numerous changes to the federal certification procedures for new motorcycles since April 15, 1978, with the most recent changes promulgated July 7, 1986;

WHEREAS, the staff has proposed amendments to the Board's certification test procedures for motorcycles applicable to the 1988 and later model years to incorporate the federal test procedures as they existed July 7, 1986;

WHEREAS, the staff has proposed amendments to the Board's certification test procedures for motorcycles applicable to the 1988 and later model years to incorporate the federal test procedures as they existed July 7, 1986;

WHEREAS, the staff has also proposed amendments specific to California certification of new motorcycles;

WHEREAS, the California Environmental Quality Act and Board regulations require that no project having significant adverse environmental impacts be adopted as originally proposed if feasible alternatives or mitigation measures are available which would substantially 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 1, Division 3, Title 2 of the Government Code; and

WHEREAS, the Board finds that:

The amendments set forth in Attachment A incorporate the most recent federal test procedures and alignment with such federal procedures will reduce the certification costs and administrative burdens of motorcycle manufacturers without adversely affecting California air quality;

The existing specifications for fill pipes and openings would require redesign of most motorcycle fuel tanks and are, therefore, determined to be technologically infeasible for those vehicles;

In order to limit evaporative emissions from motorcycles which do not comply with the established specifications for fill pipes and openings, it is appropriate, necessary and feasible, to require that such motorcycles certify 0.2 grams per test below the applicable exhaust emission standard;

Where a manufacturer's federal test vehicle does not meet the applicable California standards, the use of exhaust emission control system durability data derived from the federal configured engine family together with exhaust emission data from the California configured engine family tested at the specified "minimum test distance" will reduce the manufacturer's certification costs without increasing the risk of noncompliance with California emission standards;

Certain minor, nonsubstantive amendments are appropriate to provide additional explanation or detail for the purpose of clarifying the regulations set forth in Attachment A;

The attached amendments will not result in any significant adverse environmental impacts.

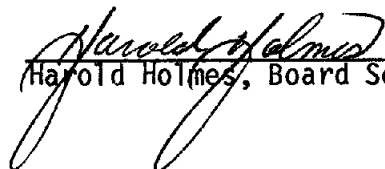
NOW, THEREFORE, BE IT RESOLVED that the Board approves the amendments to Title 13, California Administrative Code, Sections 1958(b) and (c), 1976(b), and 2290, as set forth in Attachment A.

BE IT FURTHER RESOLVED THAT the Board directs the Executive Officer to adopt the amendments to Title 13, California Administrative Code, Sections 1958(b) and (c), 1976(b), and 2290, as set forth in Attachment A, after making them available to the public for a period of 15 days, provided that the Executive Officer shall consider such written comment 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 EPA 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 EPA 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 87-30, as adopted by the Air Resources Board.


Harold Holmes, Board Secretary

State of California
AIR RESOURCES BOARD

Response to Significant Environmental Issues

Item: Public Hearing to Consider Amendments to Regulations
Regarding Certification Test Procedures for New Motorcycles

Agenda Item No.: 87-5-3

Public Hearing Date: March 27, 1987

Response Date: April 28, 1987

Issuing Authority: Air Resources Board

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

Response: N/A

Certified: _____

Cory Peterson
Board Secretary

Date: _____

1/29/88

State of California

MEMORANDUM

To : Gordon Van Vleck
Secretary
Resources Agency

Date : August 24, 1988

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


Cary Allison
Board Secretary

From : 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

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