State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-630-2

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Motor Trike, Inc.
Trike Conversion Kits

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39515 and Section 39516 of the Health and Safety Code and Executive Order G-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the Trike Conversion Kits, produced and marketed by Motor Trike, Inc. of P.O. Box 611, 22667 FM 15, Troup, Texas 75789-0611, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 2012 and older model year Harley-Davidson motorcycles equipped with a 883 cc to 1687 cc engine, 2012 and older model year Honda motorcycles equipped with a 1199 cc to 1832 cc engine, and 2012 and older model year Victory motorcycles equipped with a 1731 cc engine.

Installation of the Trike Conversion Kits does not require modification or relocation of any engine or emission control system component. The stock gas tank is retained and no additional gas tank is installed. The exhaust system is not modified other than the extension of the tailpipe which is after the catalyst and muffler.

This Executive Order is valid provided the installation instructions for the Trike Conversion Kits will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the Trike Conversion Kits, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

This Executive Order shall not apply to any Trike Conversion Kits advertised, offered for sale, sold with, or installed on a new motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Marketing of the Trike Conversion Kits using any identification other than that shown in this Executive Order or marketing of the Trike Conversion Kits for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

This Executive Order does not constitute any opinion as to the effect the use of the Trike Conversion Kits may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on prior submitted emission test data generated on a 2007 model year 1.8L Honda Goldwing modified with the GL 1800 Spyder 2+2 Trike Conversion Kit. Test results showed that emission levels, with the Trike Conversion Kit installed, met the applicable emission standards when tested using the Cold-Start CVS-75 Federal Test Procedure (FTP). Results from emission testing conducted at Roush Industries, located in Livonia, Michigan are shown below in grams per kilometer, with deterioration factors (df) applied.

	CVS-75 FTP	
	HC+NOx	CO
Standards	0.4	12
Device w/ df	0.3	1.4

The Air Resources Board reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF MOTOR TRIKE, INC.'S TRIKE CONVERSION KITS.

No claim of any kind, such as "Approved by the Air Resources Board", may be made with respect to the action taken herein in any advertising or other oral or written communication.

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 11 day of September 2012.

Annette Hebert, Chief
Mobile Source Operations Division