State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-635-11

Relating to Exemptions Under Section 27156
of the California Vehicle Code

California Sidecar
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-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the Trike Conversion Kits, produced and marketed by California Sidecar of 100 Motorcycle Run, Arrington, Virginia 22922, 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 the following motorcycle applications: 2006 to 2016 model year Kawasaki Vulcan 900 Series, 2009 to 2016 model year Kawasaki Vulcan 1700 Series, 1988 to 2000 model year Honda GL1500 Goldwing, 2001 to 2016 model year Honda GL1800 Goldwing, 1999 to 2016 model year Harley-Davidson FLH, 2000 to 2016 model year Harley-Davidson FLST Series motorcycles, 2000 to 2016 model year Harley-Davidson XL Series motorcycles, 2006 to 2016 Yamaha Roadliner and Stratoliner motorcycles with a 1.8L engine, 2010 to 2016 Victory Motorcycles with a 1731 cc engine, and 2014 to 2016 Indian Motorcycles with a 1811 cc engine.

Installation of the Trike Conversion Kit does not require modification or relocation of any engine or emission control system components. The exhaust system is not modified other than the extension of the tailpipe after the muffler. An optional gravity fed 3.4 gallon capacity auxiliary fuel tank manufactured out of polyethylene can be added to the Trike Conversion Kit for installation on the Honda motorcycles only.

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 does not exempt California Sidecar's Trike Conversion Kit with the auxiliary fuel tank from compliance with other applicable codes and regulations such as state and federal safety codes and regulations. Also this Executive Order does not imply or suggest that California Sidecar's Trike Conversion Kit or auxiliary fuel tank meets other codes or regulations.

This Executive Order is granted based on prior and current submitted emissions test data generated on a 2008 model year 1.8L Honda Goldwing with the 3.4 gallon capacity auxiliary fuel tank and a 2014 model year Indian Chief Classic, both modified with the Trike Conversion Kit. Test results showed that both motorcycles met the applicable emission standards when tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) and SHED test (Honda only).

Honda	CVS-75 FTP (grams/kilometer)		Evaporative (grams/test)
	HC+NOx	CO	
Standards	0.3	12	2.0
Device w/ df	0.3	1.1	1.2

Indian	CVS-75 FTP (grams/kilometer)	
	HC+NOx	CO
Standards	0.8	12
Device w/ df	0.3	1.8

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 CALIFORNIA SIDECAR'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 14 day of September 2015.

Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science Division