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Date:04/13/2004
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To:Emily Chen/AA/USEPA/US@EPA

cc:

Subject: MIC Comments to Draft OHM/ATV Certification Format

Dear Emily:

Please find attached MIC comments to the first draft of the OHM/ATV certification format (3-5-04). We have not yet compared these comments with the second draft that was sent to us yesterday. Please let me know if you have any questions.

<<MIC Response to EPA CERT format of 3-5-04.doc>>

Sincerely,

Pamela Amette
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MIC Response to EPA CERT format of 3-5-04



April 13, 2004

Ms. Emily Chen
U.S. Environmental Protection Agency
National Fuel and Emissions Laboratory
Ann Arbor, MI 48105

Dear Ms. Chen:

Thank you for the opportunity to review the Recommended Application Format for Off-Highway Motorcycle and ATV Certification (3/5/04 draft). Please consider the following comments for the third draft as the second draft has recently been distributed for review.

General Comments

Overall, the MIC members felt that this draft was a very good start in developing the off-highway motorcycle and ATV certification application. A question was raised, however, regarding the level of detail requested, especially when compared to the applications for on-highway motorcycles, PWCs, and snowmobiles, and whether further streamlining would be possible by deleting unnecessary data. Of course, manufacturers will maintain such data and make it available to the agencies upon request. MIC also requests that the final format utilize closed-ended (check boxes, lists, etc.) responses where appropriate, rather than open-ended responses, in order to provide consistent and less time-consuming responses.

Engine Family Description (pages 2-3)

The MIC requests written clarification on the information requested on valvetrain type, appropriate bore diameter of cylinders, and volume/composition of catalytic converters.

The MIC recommends that EPA and CARB harmonize with EPA's use of "L" in the 5th digit for LSI engine family names.

Useful Life (page 6)

"km" should be inserted after "10,000". Clarification should be added that whatever comes first (10,000 km, 1,000 hours, or 5 years) should be used as the minimum useful life, or five years should be used when the vehicle is not equipped with an odometer or hour meter.

The MIC will submit draft guidelines regarding critical and noncritical emission related maintenance for EPA's consideration next week.

All Test Results (page 7)

MIC requests clarification on what results must be submitted for "invalid test or any nonstandard test". While we understand that failing or void certification tests must be reported, we think that manufacturers developmental testing is not covered by this requirement.

Deterioration factors (page 9)

Please add check boxes for preapproved tanks and hoses that do not require a DF.

Other Information (page 10)

MIC requests that EPA consider a more efficient and less complicated system for verifying payment of fees than the fee filing form, such as an electronic credit card authorization.

The MIC also has the following comments on other on and off-highway motorcycle/ATV certification issues.

Permeation test procedures

For plastic tank permeation testing, as the regulation specifies, the outlets of the tank must be sealed using non-permeable fittings. Therefore, the production gaskets, petcock and fill cap are not considered to be part of the tank for the purposes of this test.

For the metal tank gasket permeation requirements, we request that EPA confirm data demonstrating that a metal tank (including gaskets) meets the 1.5g/tank m²/day standard is acceptable. We propose that EPA accept permeation data for the gaskets applied to the total tank surface area to meet this demonstration requirement, even if the gasket material does not meet the requirements of ASTM D 814-95 and are larger than 1000mm².

We believe that these changes are appropriate and remain consistent with the regulatory intent.

MIC also requests clarification that the “fuel line” as specified in the permeation test procedures means the fuel lines which contain liquid fuel, and any hoses containing only vapor (including vent hoses) do not need to comply with these permeation requirements.

Adjustable Parameters

MIC requests written guidelines clarifying EPA’s policy on adjustable parameters. We understand that EPA has already judged as follows:

- Manufacturers do not need to ensure compliance in a mis-configuration (such as low altitude setting in high altitude or vice-versa).
- Manufacturers do not need to ensure compliance in intermediate settings unless it is physically adjustable (without anti-tampering measures) or recommended by the manufacturer.

Alternative Test Procedures – Raw Gas Sampling

MIC requests a response to our letter of February 23, 2004 to Mr. Alan Stout regarding alternative test procedures.

Emissions Standards on the VECI Label

MIC requests verification from EPA that only the exhaust emissions standards must be listed on the VECI label as 1051.135(c)(12) requires for “the engine”.

Ms. Emily Chen
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Maintenance

MIC will request clarification of EPA's policy regarding maintenance (non-emissions related, non-critical emissions related and critical emissions related). Additional details regarding this clarification will be provided later.

NER

As MIC previously commented, the NER equation should be separated for different standard classes in order to ensure that they are equitable and not misleading. We look forward to working with EPA to resolve this issue.

On-Highway Certification Application Report

Please verify whether manufacturers will be able to download a report when the certification application is submitted.

Please contact me if you need further information or clarification.

Sincerely,

A handwritten signature in cursive script that reads "Pamela Amette".

Pamela Amette
Vice President