



**MOTORCYCLE
INDUSTRY
COUNCIL®**



September 14, 2026

Patrick Houlihan
Manager, Fuels Specification Section
California Air Resources Board
1001 I Street
Sacramento, California 95814

Re: Notice of Public Hearing to Consider Proposed Amendments to the California Reformulated Gasoline Regulation

Dear Mr. Houlihan,

The Motorcycle Industry Council (MIC)¹, the Specialty Vehicle Institute of America (SVIA)² and the Recreational Off-Highway Vehicle Association (ROHVA)³ submit our concerns regarding the proposed amendments that the California Air Resources Board (CARB) will consider at the September 24 public hearing to adopt a specification for the California Reformulated Gasoline Regulations (CaRFG). Specifically, MIC, SVIA, and ROHVA oppose establishing a specification that would allow fuel suppliers to voluntarily offer fuel containing 10.1% to 15% ethanol (E15) in California without robust, mandatory misfuelling protections.

We have opposed efforts at both the state and federal levels to expand E15 availability in the U.S., including the previous administration's repeal of seasonal restrictions on its sale. We have consistently urged the EPA to strengthen its Misfuelling Mitigation Program (MMP) to better protect engines and products that EPA prohibits from using gasoline containing more than 10% ethanol. E15 can cause performance degradation, increased emissions, and engine and fuel system damage in certain engines. Consumers need clear, accurate information and reasonable safety measures now more than ever.

In response to a Notice of Proposed Rulemaking (NPRM) ([EPA-HQ-OAR-2020-0448](https://www.epa.gov/epa-hq-oar-2020-0448)) published January 19, 2021, we submitted comments to then-EPA Administrator Michael Regan regarding the EPA's proposal to modify, or in some cases eliminate, labeling requirements for gas pumps dispensing high volumes of ethanol, specifically fuel blended with 10.5% to 15% ethanol (E15).

¹ The Motorcycle Industry Council (MIC) is a not-for-profit, national trade association representing several hundred manufacturers, distributors, dealers and retailers of motorcycles, scooters, motorcycle parts, accessories and related goods, and allied trades.

² The Specialty Vehicle Institute of America (SVIA) is the national not-for-profit trade association representing manufacturers, dealers, and distributors of all-terrain vehicles (ATVs) in the United States. SVIA's primary goal is to promote safe and responsible use of ATVs.

³ The Recreational Off-Highway Vehicle Association (ROHVA) is a national, not-for-profit trade association formed to promote the safe and responsible use of recreational off-highway vehicles (ROVs – sometimes referred to as side-by-sides or UTVs) manufactured or distributed in North America. ROHVA is also accredited by the American National Standards Institute (ANSI) to serve as the Standards Developing Organization for ROVs. More information on the standard can be found at <https://rohva.org/ansi-standard/>.

We strongly opposed the EPA's proposed changes to either modify or remove the E15 labeling requirements at gas pumps dispensing E15. EPA's proposed changes would have effectively converted a warning label into an informational label with watered-down cautionary language in fine print, failing to properly communicate the significant risks of improper E15 use.

On June 23, 2025, we submitted comments to California State Senators Catherine Blakespear, Chair of the Senate Environmental Quality Committee, and Dave Cortese, Chair of the Senate Transportation Committee, opposing CA AB 30 unless it was amended to require appropriate dispenser labeling and clear public communications about the proper and improper uses of the proposed fuel blends. We were also concerned the fuel would be allowed for consumption before the California Environmental Policy Council completed its review of those blends and the state board adopted a regulation establishing a specification for them.

E15 Poses Severe Risks to Powersports Engines

E15 (15% ethanol, 85% gasoline) was approved by the EPA in 2011 for use in light-duty vehicles (cars, trucks, and SUVs) made in model years 2001 and newer, as well as flex-fuel vehicles (FFVs). EPA explicitly prohibits the use of E15 in motorcycles, all-terrain vehicles (ATVs), and recreational off-highway vehicles (ROVs - also known as side-by-sides or UTVs), small engines, or lawnmowers.⁴

In non-approved engines, E15 causes:

- **Critical Engine Failure & Damage:** Fuel system degradation, in-tank fuel phase separation and corrosion, and severe thermal stress.
- **Increased Emissions & Non-Compliance:** Unintended lean combustion that voids manufacturer emissions certifications.
- **Economic Harm to Consumers:** Voided warranties, costly repair bills, and potential safety hazards such as fuel leaks.
- **Burden on Manufacturers:** Unwarranted warranty claims and reputational damage for failure modes caused entirely by unapproved fuel.

High Risks of Consumer Misfuelling

Although E15 sales would be voluntary for retailers and consumers, the availability of the fuel increases the need for clear labeling and consumer education about the prohibition of use in powersports vehicles. **Our key concern is ensuring that consumers do not inadvertently put E15 into vehicles and equipment not approved for it.** We have proactively educated consumers about the risks of misfuelling but have found that additional support is needed.

The average consumer frequently does not distinguish between fuel blends at the pump. With the introduction of E15, California powersports consumers may mistake it for the familiar E10 fuel they have used for years. Some may not recognize the difference or view it is insignificant, increasing the risk of misfueling.

⁴ 75 Fed. Reg. 68,094 (Nov. 4, 2010)

That risk is compounded by prior state and federal efforts to weaken warning labels or repeal seasonal sales restrictions (as noted in our prior comments on CAAB 30 and [EPA-HQ-OAR-2020-0448](#)).

The potential for misfuelling of off-road vehicles, motorcycles, marine engines and vessels, and outdoor power equipment may impose significant burdens on Californians and product manufacturers. Consumers risk product damage, engine failures, compromised performance and emissions compliance, economic loss, voided manufacturer warranties, and fuel leaks that can render products unsafe and put riders' lives in danger. Manufacturers, meanwhile, face increased warranty and liability claims, reputational harm, and ultimately economic loss. Given the breadth of products not EPA-approved for E15 or higher blends and the ubiquity of ownership of some of these products, this situation poses an unreasonable risk to consumers. Without prominent, unequivocal physical dispenser labeling and clear public communications, legalizing E15 will lead to widespread accidental misfuelling in non-compatible engines.

Powersports Fuel Demand is Lower, but Protection Remains Critical

Powersports vehicles account for a small fraction of California's overall gasoline demand, but the need for protection from misfuelling is no less important than it is for any other vehicles or engines, especially considering potential damage to vehicles and the environment. If CARB moves forward with legalizing and standardizing E15 production and sales in California, we recommend incorporating the following safeguards:

- **Mandatory Pump Labeling:** Require clear, high-visibility warning labels on all E15 dispensers that clearly state that E15 is not approved for use in motorcycles, ATVs, UTVs, marine vessels, and small gasoline-powered engines and equipment.
- **Public Education Campaign:** Coordinate state-backed public messaging on blend compatibility before E15 market deployment.

MIC, SVIA, and ROHVA appreciate the consideration of these comments and urge CARB to prioritize consumer protection and engine safety in this process. We also call on CARB to implement our recommendation to increase awareness, communicate the risks of misfuelling with E15, and ensure consumers have a safe and reliable fuel supply. If you have any questions, please contact me at sschloegel@MIC.org or 571-684-6144.

Sincerely,



Scott P. Schloegel
Senior Vice President, Government Relations