
NATA AND OVDA TESTIMONY ON HOUSE BILL 2538 -1 AMENDMENTS

Joint Transportation Committee / March 30, 2021

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Co-Chairs Beyer and McLain and Members of the Committee:

The Northwest Automobile Trades Association (NATA) represents more than 450 business members across Oregon. NATA members include collision and mechanical repairs shops, dismantlers, and auto parts manufacturers and distributors.



The Oregon Vehicle Dealers Association is Oregon's largest association representing all DMV certified motor vehicle dealers, with more than 500 dues payment members. Our members include franchised and independent dealers, boat and trailer dealers, RV dealers, powersports dealers and motorcycle dealers.

NATA and OVDA do not oppose the intent of House Bill 2538 and the -1 amendments. However, we believe the text of the bill and amendment will create significant unintended consequences to motorists in Oregon (whether state residents or those visiting Oregon). We respectfully request the following amendments, which we do not believe will negatively impact the effort to keep our streets a little quieter.

We strongly urge the sponsor and committee to specifically exclude motor vehicles with diesel engines. They are not the target of the legislation. Their exhaust systems are completely different than those of gasoline engines, and repairs and modifications should not be unintentionally impacted by the bill. We are happy to provide an expert in motor vehicle repair and maintenance to answer questions on this (or any other) point.

We believe state law already includes a 96-decibel threshold. If this is correct, then it should be referenced in the bill. It will be relatively easy for law enforcement officers to measure the noise using a simple smartphone app. Reaching that threshold will remove the committee's concerns about what is "excessive or unusual".

We believe (c) and (d) should be deleted as superfluous. Subsection (e) stands alone in accomplishing the goals of the bill without unintended consequences. We further ask that (e) be amended to add the word "intentionally" or "purposely" after the word "be" on page one, line 17 of the -1 amendment.

Subsection (d) is particularly worrisome as it is not connected to a targeted outcome (more noise). As written, a vehicle could be modified with a "similar device" and be in violation of the statute even if the modification had no negative impact on the vehicle's exhaust noise.

Finally, we recommend the -1 amendment be amended on page three, line 17 to replace "40" with "20". We actually believe 10 years is the best limit as many manufacturers cease producing factory replacement parts after 10 years. However, we also acknowledge that there is generally inventory available beyond that time.

We appreciate your consideration of these requests which we believe will improve the bill by eliminating potential unintended consequences. We are happy to answer any questions about these requests. As mentioned previously, we can provide expert testimony upon request.

Thank you.