Natalie Higgins
Vice President of Government Relations
Equipment Dealers Association (EDA)
[ HYPERLINK "mailto:nhiggins@equipmentdealer.org" ]
(636) 349-6206

Stephanie See
Director, State Government Relations and Washington Operations
Association of Equipment Manufacturers (AEM)
(202) 262-4504
[ HYPERLINK "mailto:ssee@aem.org" ]

**Research Title: Modifications to Safety and Emissions Features in Off-Road Equipment**

- 770 Equipment Dealers responded to the April 2019 survey. This is a significant sample generated across a broad range of OEMs.
- Of the responding dealers, **33%** had modified equipment come into their dealership for service in the past 24 months. Modified equipment is defined as equipment which has been altered from manufacturer settings. Examples of modifications include engine tuning or chipping, changes to hydraulic systems or safety mechanisms.
- While each responding dealers' percentage varied, some participating dealers reported that up to **50%** of the equipment brought in to their dealership(s) for service had been modified or altered from manufacturer settings.
- Of the responding dealers (257) who did have modified equipment come into their dealership for service in the past 24 months, **45%** reported that the modifications included those which removed, impaired or disabled Federally-required emissions control equipment such as the installation of engine tuning or chipping devices and other modifications that increase injection pump fuel delivery or disable Exhaust Gas Recirculation or Diesel Particulate Filters. EPA regulations state that if a dealer performs service on a tampered emission control system and does not return the system to its certified emissions configuration, the dealer may be liable for violating the Clean Air Act.
- Of the responding dealers (257) who did have modified equipment come into their dealership for service in the past 24 months, **54%** reported that the modifications included those which removed, impaired or disabled OEM safety features.
- Of the responding dealers (257) who did have modified equipment come into their dealership for service in the past 24 months, **62%** reported that the modifications could reduce reliability, durability or resale value of the equipment. One such example would be a modification making the engine run at higher horsepower than specified, thereby increasing wear on components and reducing durability, reliability and resale value for subsequent owners.