

CETA ALERT! California law to ban sales of new gas-powered pressure washers by 2024

Tuesday, October 12, 2021

On Saturday, October 9, 2021, California Governor Newsom signed **AB-1346** ordering state regulations (**CARB**) to set “zero” emission limits for new Small Off-Road Engines (**SORE**). The regulation applies to engines produced on or after **January 1, 2024**, or as soon as the state board determines is feasible, whichever is later. This would ban the sale of new gas-powered equipment using spark-ignition engines rated at or below 19 kilowatts (25 Horsepower), a broad category that includes lawn equipment, **pressure washers** and generators.

[OPEI](#) and several other associations including [NALP](#) and [CETA](#) worked to oppose the bill and get amendments added which should help engine and equipment manufacturers:

43018.11. (a) (1) By July 1, 2022, the state board shall, consistent with federal law, adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, as defined by the state board. Those regulations shall apply to engines produced on or after **January 1, 2024**, or as soon as the state board determines is feasible, whichever is later.

(2) In determining technological feasibility pursuant to paragraph (1), the state board shall consider all of the following:

(A) Emissions from small off-road engines in the state.

(B) Expected timelines for zero-emission small off-road equipment development.

(C) Increased demand for electricity from added charging requirements for more zero-emission small off-road equipment.

(D) Use cases of both commercial and residential lawn and garden users.

(E) Expected availability of zero-emission generators and emergency response equipment.

(b) Consistent with the regulations adopted pursuant to this section and relevant state law, the state board shall identify, and, to the extent feasible, make available, funding for commercial rebates or similar incentive funding as part of any updates to existing, applicable funding program guidelines for districts to implement to support the transition to zero-emission small off-road equipment operations.

Ultimately the bill passed with the amendments and signed by the governor, directing CARB to adopt a rule by July 2022 to set SORE zero-emission limits by **2024**, or when technical feasible, whichever is later. Yes, this bans the sale of new gas-powered engines used on **pressure washer** equipment.

The following are some news links:

[California law to eventually ban gas-powered lawn equipment - ABC News \(go.com\)](#)

[California moves toward ban on gas lawn mowers and leaf blowers - Los Angeles Times \(latimes.com\)](#)

[California leaf blowers, lawn mowers: State becomes first in nation to phase out gas-powered lawn equipment \(fox5sandiego.com\)](#)

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The move to zero-emission residential landscaping equipment is already well underway.

Engine Powered String Trimmer vs. Battery Powered String Trimmer



Engine Powered Zero Turn Riding Mower vs. Battery Powered Zero Turn Riding Mower



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The move to cordless/battery powered residential pressure washers is also underway, with a few manufacturers that have been selling smaller cordless/battery powered product in the 1,200 to 1,500 PSI range:

Electric Pressure Washer

vs.

Cordless/Battery Pressure Washer



[40V 1500 PSI @ 1.2 GPM](#) (Advertised)

Of course, none of these come anywhere near the current gasoline powered cold and hot water pressure washers currently being sold.

Engine Powered Pressure Washers 2,500 to 4,500 PSI Range



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NOTE: These photos taken randomly from the internet as examples. Please don't be offended if it's not your product.

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Engine Powered Generator



vs.

Solar plus Battery Powered Generator



(1) Cost-effective and technologically feasible as the state board determines when feasible.

Since the regulators determine “feasible” we must continue working with them on when cost-effective technology will be ready.

The consumer/residential market has electric powered and alternative cordless/battery powered cold water pressure washers already in the market but there is a big cost difference (\$100.00 for electric & \$500.00 cordless).

(A) Emissions from small off-road engines in the state.

California estimated there are more than 16.7 million of these small engines in the state.

(B) Expected timelines for zero-emission small off-road equipment development.

Since the riding lawn mower and automotive market has technology for higher horsepower CARB regulators feel the technology is available.

(C) Increased demand for electricity from added charging requirements for more zero-emission small off-road equipment.

California is known for widespread electrical blackouts.

(D) Use cases of both commercial and residential lawn and garden users.

Residential equipment is designed for less operating time than commercial.

(E) Expected availability of zero-emission generators and emergency response equipment.

Generators were extended to 2028. When the battery is dead and there’s no power on, you have nothing.

(b) Funding for commercial rebates.

Estimated 50,000 small businesses that will be affected.

Budgeted \$30 million towards incentive rebates for people to change out their equipment, a move aimed at landscaping businesses that use these machines more often.

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Currently gas-powered equipment purchased before the deadlines can still be used, by both property owners and professional landscapers.

Historically once California establishes emission regulation EPA follows a few years later. For automotive emissions several states like Colorado, Connecticut, Delaware, Maine, Maryland, Massachusetts, New Jersey, New Mexico, New York, Oregon, Pennsylvania, Rhode Island, Vermont, and Washington, as well as the District of Columbia have also adapted California's stricter requirements.

Our focus now shifts to CARB's "formal" rulemaking and comment period, which is expected to kickoff this week or next by way of the publication of the Initial Statement of Reason (ISoR). The Board hearing is expected to be December 9-10.

The CETA Staff & Technical Committee keep latest information on our website <https://ceta.org/news/sore-2021/>.