



## **Aftermarket Parts Procedures Modification (Air Intake) Work Group**

DATE: Friday, August 17, 2018  
TIME: 10:00 a.m. – 1:00 p.m. (PDT)  
LOCATION: California Air Resources Board  
Haagen Smit Auditorium (Annex 4)  
9530 Telstar Avenue  
El Monte, CA 91731

If you are unable to attend in person, the workshop will be available via teleconference.  
To access the webinar, use the information below:

<https://attendee.gotowebinar.com/register/5768029595861320705>

### **Agenda**

#### **Introductions and background**

Discussion Topics

#### **Starting Point, Current Process in Evaluating Air Intake Kits**

- Manufacturer submits exemption application
  - With vehicle application list
  - Installation instructions
  - Part Numbers
  - Hoses and fitting specifications
  
- Applications incomplete or missing information
  - Application List
  - Installation Instructions
  - Part Numbers
  - Labeling

- Applications are too complex for one application
  - Multiple OEMs
  - Multiple Engine Technologies
  - Multiple Engine Configurations
  - Multiple Induction types
  - Multiple OBD groups
  - Different Emission Standards
  
- Application review includes:
  - Verify parts are production ready parts
  - Each installation instruction
  - Research out each vehicle on list
    - HC trap or not
    - MAF vs MAP
    - Worst case testing
  
- Application follow-up may include:
  - Send need info letter
    - Long response time for manufacturers
    - Incomplete manufacturer responses
  - Prepare a test memo

## **Expectations For New Aftermarket Parts Regulation to make the process more structured**

- Smaller applications based on:
  - One OEM per application
    - One fuel type
    - Same engine design - V8, V6, L4
    - Same induction type - TC, SC, NA
    - Same fuel control – MAF, speed density
  - Open Element
  - Closed Air Box
  - Intake Tubing Material
  - Changes made to Stock Air Ram - Stock air box and intake tubing retained
  - With ECU Calibration
  - Without ECU Calibration
  - Engine Displacement limitations per application
  - Engine configuration limitation per applications
    - Naturally aspirated
    - Not Naturally Aspirated (turbo or supercharged)
    - Fuel Type
    - Hybrid Vehicles
  - OEM Hardware on vehicle
    - HC traps
    - No HC traps
    - MAF vs. MAP
  - Evaporative Standards
    - Zero Evap
    - Other Evap Standards

## **Expectations For New Aftermarket Parts Regulation cont.**

- Make Process Flexible, future vehicles are an unknown
  - Future Vehicles are an unknown, new regulation must have longevity
- Issuance of EO, time will be reduced from smaller applications

## **OBD Concerns**

- Sensors
  - Stock configuration not maintained
    - Tube Diameter
      - Diameter transitions
    - Location and Orientation
- Monitor design

## **Other Lines In Stock Air Intake System**

- Breather
- PCV diagnostic monitor still functions
- Evaporative
- Etc.

## **Bench Testing**

- Flow Data
- Sensor Signal Outputs

## **Other Ways to Evaluate**

Any ideas?

## **Next Meeting – September 18<sup>th</sup>?**

Topics?