



## **Aftermarket Parts Procedures Modification Workgroup Fuel Tank Modifications**

DATE: Friday, November 16, 2018  
TIME: 10:00 a.m. – 1:00 p.m. (PDT)  
LOCATION: California Air Resources Board  
Annex 4 Auditorium  
9530 Telstar Avenue  
El Monte, CA 91731

If you are unable to attend in person, the workshop will be available via webinar.  
Visit the [webinar page](#), for details.

### **Agenda**

#### **Introductions and Background**

#### **Current Process in Evaluating Fuel Tank Modifications**

- Manufacturer submits exemption application (Form A)
  - Vehicle model-specific
  - Modification identifier
  - Fuel tank/evaporative system schematics
  - Exhaust system schematics
  - Installation/modification instructions
  - LEV3 fuel tank system info. (Excel spreadsheet)
  - EO Label sample
- Staff reviews application
  - If application complete, issues test letter or EO
  - If incomplete, requests more info.
  - If testing successful, issues EO

#### **Required Information/Testing**

- LEV3 fuel tank system info. spreadsheet requires data on:
  - Fuel tank supplier, material, capacity, location
  - Fuel pump/sender changes
  - Emission canister changes
  - Fuel fill pipe changes
  - Fuel supply line suppliers, material, permeation, etc.
  - Fuel vapor line suppliers, material, permeation, etc.
  - Fuel and vapor line connectors
  - Emission control valve changes
- Fill pipe specifications
- Testing
  - Testing unique to modification, i.e. evap., exhaust, OBD2
  - Change in vehicle model year evaporative standards triggers testing
  - Incomplete or missing OEM or modified part data trigger testing
- Annual updates required

### **System/Business Issues**

- Short business cycle – difficult to have complete application before submission
- Procuring parts compliant with standards

### **Testing Issues**

- Each system/modification for LEV2/LEV3 vehicles requires testing (i.e. application & test letter)
- Limited testing laboratories for evap. testing
- Effects of foreign material on vehicle during evap. testing due to stringent standards
- OBD2 testing
  - Verify OBD2 system operates as designed with modification
  - OEM, OBD, and laboratory assistance needed
  - Time/resource-intensive

### **CARB Concerns**

- Process appropriate for industry? Aftermarket or new? Need to distinctly segment aftermarkets from new?
- Certify as secondary manufacturers?
- Modifications extensive – current testing commensurate with modification?
  - Currently, no durability requirements
  - Currently, no testing if standards do not change (unable to verify calibration or materials changes)

### **Goals for New Aftermarket Parts Regulation**

- Electronic submissions
  - Online system
  - Application automatically rejected if info. is missing
  - Requirements unique to type of device