



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