be OBD equipped. The test group/engine family converted to an alternative fuel has fully functional OBD systems and therefore meets the OBD requirements such as those specified in 40 CFR 86, subparts A and S when operating on the alternative fuel.

(10) You must notify us by electronic submission in a format specified by the Administrator with all required documentation. The following must be submitted:

(i) You must describe how your conversion system qualifies as a clean alternative fuel conversion. You must include emission test results from the required exhaust, evaporative emissions, and OBD testing, applicable exhaust and evaporative emissions standards and deterioration factors. You must also include a description of how the test vehicle/engine selected qualifies as a worst-case vehicle/engine under 40 CFR 86.1828-10 or 40 CFR 86.096-24(b)(2) through (b)(3) as applicable.

(ii) You must describe the group of vehicles/engines (conversion test group/conversion engine family) that are covered by your notification based on the criteria specified in paragraph (b)(1) or (b)(2) of this section.

(iii) In lieu of specific test data, you may submit the following attestations for the appropriate statements of compliance, if you have sufficient basis to prove the statement is valid:

(A) The test group/engine family converted to an alternative fuel has properly exercised the optional and applicable statements of compliance or waivers in the certification regulations such as those specified in 40 CFR part 86, subparts A, B, and S and 40 CFR part 1065. Attest to each statement or waiver in your notification.

(B) The test group/engine family converted to dual-fuel or mixed-fuel operation retains all the OEM fuel system, engine calibration, and emission control system functionality when operating on the fuel with which the vehicle/engine was originally certified.

(C) The test group/engine family converted to dual-fuel or mixed-fuel operation retains all the functionality of the OEM OBD system (if the OEM vehicles/engines were required to be OBD equipped) when operating on the fuel for which the vehicle/engine was originally certified.

(D) The test group/engine family converted to dual-fuel or mixed-fuel operation properly purges hydrocarbon vapor from the evaporative emission canister when the vehicle/engine is operating on the alternative fuel.

(iv) Include any other information as the Administrator may deem appropriate to establish that the conversion system is for the purpose of conversion to a clean alternative fuel and meets applicable emission standards. 

(11) [Reserved]

(12) Your exemption from the prohibition on tampering remains valid for the applicable conversion test group/engine family and/or evaporative/refueling family, as long as the conditions under which you previously complied remain unchanged, such as small volume manufacturer or qualified small volume test group/engine family status. Your exemption from tampering is valid only if the conversion is installed on the OEM test groups/engine families and/or evaporative emissions/refueling families listed on the notification. For example, if you have complied properly with the provisions in this section in calendar year 2011 for converting a model year 2006 OEM test group/evaporative/refueling family, your exemption from tampering continues to apply for the conversion of the same model year 2006 OEM test group/evaporative/refueling family as long as the conditions under which the notification was submitted remain unchanged.

(13) Conversion systems must be properly installed and adjusted such that the vehicle/engine operates consistent with the principles of good engineering judgment and in accordance with all applicable regulations.

§ 85.520 Exemption provisions for outside useful life vehicles/engines.

(a) You are exempted from the tampering prohibition with respect to outside useful life vehicles/engines if you properly document and notify EPA that the conversion system satisfies all the provisions in this section; you meet the labeling requirements in § 85.530 before you sell, import or otherwise facilitate the use of a clean alternative
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fuel conversion system; and you meet
the applicable requirements in §85.535.
You may also meet the requirements
under this section by complying with
the provisions in §85.515.

(b) Documenting and notifying EPA
under this section includes the fol-
lowing provisions:

(1) You must notify us as described in
this section.

(2) Conversion test groups, evapo-
rative/refueling families, and conver-
sion engine families may be the same
as those allowed for the intermediate
age vehicle/engine program in
§85.515(b)(1) and (2).

(3) You must use good engineering
judgment to specify, use, and assemble
fuel system components and other
hardware and software that are pro-
perly designed and matched for the vehi-
cles/engines in which they will be in-
stalled. Good engineering judgment
also dictates that any testing or data
used to satisfy demonstration require-
ments be generated at a quality labora-
tory that follows good laboratory prac-
tices and that is capable of performing
official EPA emission tests.

(i) The OBD

(ii) Subsequent to the vehicle/engine
carbon conversion, you must clear
all OBD codes and reset all OBD monitors
to not-ready status using an OBD scan
tool appropriate for the OBD system in
the vehicle/engine in question. You
must operate the vehicle/engine with
the new fuel on representative road op-
eration or chassis dynamometer/engine
dynamometer testing cycles to satisfy
the monitors’ enabling criteria. When
all monitors have reset to a ready sta-
tus, you must submit an OBD scan tool
report showing that with the vehicle/ engine operating in the key-on/engine-
on mode, all supported monitors have
reset to a ready status and no emission
related “pending” (or potential) or
“confirmed” (or MIL-on) diagnostic
trouble codes (DTCs) have been stored.
The MIL must not be commanded “On”
or be illuminated. A MIL check must
also be conducted in a key-on/engine-
off mode to verify that the MIL is func-
tioning properly. You must include the
VIN/EIN number of the test vehicle/en-
gine. If necessary, the OEM evapo-
rative emission readiness monitor may
remain unset for dedicated gaseous fuel
conversion systems.

(iii) In addition to conducting OBD
testing described in this paragraph
(b)(4), you must submit to EPA the fol-
lowing statement of compliance, if the
OEM vehicles/engines were required to
be OBD equipped. The test group/en-
gine family converted to an alternative
fuel has fully functional OBD systems
and therefore meets the OBD require-
ments such as those specified in 40 CFR
86, subparts A and S when operating on
the alternative fuel.

(5) Conversion test groups/engine
families for conversions to dual-fuel or
mixed-fuel vehicles/engines may not in-
clude vehicles/engines subject to dif-
fent emissions standards unless ap-
propriate exhaust and OBD demonstra-
tions are also conducted for the original
fuel(s) demonstrating compliance
with the most stringent standard rep-
resented in the test group. However the
data generated from testing on the new
fuel for dual-fuel or mixed-fuel test ve-
hicles/engines may be carried over to
vehicles/engines that otherwise meet
the conversion test group/engine fam-
ily criteria and for which the test vehi-
cle/engine data demonstrate compli-
ance with the applicable vehicle/engine
standards. Clean alternative fuel con-
version evaporative families for dual-
fuel or mixed-fuel vehicles/engines can-
ot include vehicles/engines that were
originally certified to different evapo-
rative emissions standards.
§ 85.524 Legacy standards.

Prior to April 8, 2011, the following emission standards applied for conversions of vehicles/engines with an original model year of 1992 or earlier:

(a) Exhaust hydrocarbons. Light-duty vehicles must meet the Tier 0 hydrocarbon standard specified in 40 CFR 86.094-8. Light-duty trucks must meet the Tier 0 hydrocarbon standard specified in 40 CFR 86.094-9. Otto-cycle heavy-duty engines must meet the hydrocarbon standard specified in 40 CFR 86.096-10. Diesel heavy-duty engines...