

Light Duty Vehicle/Outside Useful Life Notification Package: Instructions for Clean Alternative Fuel Conversion Manufacturers

This workbook contains data forms and compliance statements to be used by clean alternative fuel conversion manufacturers submitting a light duty vehicle/outside useful life notification package to EPA. The notification package includes test data, compliance statements, and all other information necessary to support the outside useful life vehicle demonstration requirements set forth in 40 CFR Part 85 subpart F. Please refer to the regulations for detailed compliance requirements. Outside useful life vehicles have exceeded their regulatory useful life. Refer to the OEM certificate to determine the applicable useful life. A conversion system becomes eligible for exemption from the Clean Air Act tampering prohibition upon EPA receipt of a complete notification package. Please note that EPA does not issue a certificate of conformity to conversion systems that qualify for exemption under the outside useful life program.

Excel Macros

This form uses Excel macros. Please **make sure that macros are enabled** on your computer **before** trying to fill out the form. Different versions of Excel require different steps to enable macros. Please search the Excel help function for "Enable Macros" to get instructions on how to enable the interactive elements of this form.

Entering Data on the 'Data Form' Worksheet

On the worksheet labeled "Data Form", fill out all grey-bordered fields that are not shaded green.

Each notification package is identified by a unique conversion ID number. To generate a conversion ID number, click the "Generate Conversion ID Number" button the first time you fill out the data form. If a previous submission needs to be corrected and resubmitted, do not generate a new Conversion ID number, but use the same number as in the original submission so that the corrected form will be recognized as a replacement for the original submission.

Entering Information on the 'Applicability' Worksheet

After the 'Data Form' worksheet is complete, use the 'Applicability' worksheet to enter the test groups and and evaporative/refueling families, if applicable, that these data will be applied to. You must follow the regulations in 40 CFR 85.520(b)(2) to determine appropriate combinations.

Compliance Statements

The submission form will generate compliance statements based on the conversion type and conversion fuel selections on the 'Data Form' worksheet. These statements appear on the 'Compliance Statements' worksheet. Review the compliance statements and electronically sign and date that sheet by typing in your name and the date. Note that if your selection for conversion type and conversion fuel changes, the compliance statements may change. In this case, any signatures would be erased and would have to be re-entered.

A complete notification package must include the appropriate justifications for these compliance statements as well as all requirements in 40 CFR 85.520.

Embedding related/supporting documents

All documents required to be submitted as part of the data submission process must be embedded in this worksheet (see 40 CFR 85.520 for required documents). To embed a file, generally you would need to go to Insert -> Object -> Create From File (check the "Display as icon" box, but NOT the "Link to File" box). After browsing for the appropriate file, an icon representing the file should appear on this page. Click and drag the icon into the box below. A submission without all necessary documents will be considered incomplete.

Embedded documents go here

--	--	--	--	--	--	--	--

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Data Form

Conversion Information

Help

Converter Name:

Conversion ID #

Generate Conversion ID Number

Conversion Type: Dedicated Dual Fuel Mixed Fuel

Original Fuel:

Converting to use: E85 CNG LPG Other, please specify:

Additional Information

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Compliance Statements

**By electronically signing my name, I confirm/attest that I comply with applicable regulations in 40 CFR part 85.
I also confirm/attest:**

- > I have submitted a document that describes how the conversion system qualifies as a clean alternative fuel conversion and have submitted OBD scan tool results as applicable. 40 CFR 85.520(b)(4)(i), (ii), (iii) and 85.520(b)(6)(i)
- > I have submitted an OBD scan tool report, as applicable, showing results from the procedure set forth in 40 CFR 85.520(b)(4)(ii), The results do not demonstrate a failed test. I have included the VIN of the test vehicle on the report. 40 CFR 85.520(b)(4)(ii)
- > The test group converted to an alternative fuel has fully functional OBD systems (if the OEM vehicles are required to be OBD equipped) and therefore meets the OBD requirements in 40 CFR 86, subpart S when operating on the alternative fuel. The OBD system properly detects and identifies malfunctions in all monitored emission-related powertrain systems or components including any new monitoring capability necessary to identify potential emission problems associated with the new fuel. These include but are not limited to: fuel trim lean and rich monitors, catalyst deterioration monitors, engine misfire monitors, oxygen sensor deterioration monitors, EGR system monitors, if applicable, and vapor leak monitors, if applicable. No original OBD system monitor that is still applicable to the converted vehicle is aliased, removed, bypassed, or turned off. No MILs are illuminated after the conversion. Readiness flags are properly set for all monitors that identify any malfunction for all monitored components. 40 CFR 85.520(b)(4)(i) and (iii).
- > I attest that I have taken steps to ensure that fuel conversion systems will be properly installed and adjusted such that the vehicle operates consistent with the principles of good engineering judgment and are expected to maintain or improve upon emission levels in a worst case vehicle. 40 CFR 85.520(b)(6)(i) and (7).
- > I have submitted a document that describes the conversion test group that is covered by this notification. 40 CFR 85.520(b)(6)(ii)
- > I have submitted detailed information confirming the durability of all relevant new and existing components and explaining why the conversion system will not harm the emission control system or degrade the emissions. 40 CFR 85.520(b)(6)(iii)(E)
- > I attest that based on development data or an engineering evaluation, converted vehicles are expected to maintain or improve upon emission levels when operated at high altitude. 40 CFR 85.520(b)(6)(i)
- > I attest that a closed fuel system has been installed in accordance with current standard industry practice using the principles of good engineering judgment, and is leak free. 40 CFR 85.520(b)(3)
- > I attest that a gaseous fuel filling receptacle on the converted vehicle meets current industry standard practice using principles of good engineering judgment. 40 CFR 85.520(b)(3)
- > I attest that the test group 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 was originally certified. 40 CFR 85.520(b)(6)(iii)(B)

- > I attest that the test group converted to dual-fuel or mixed fuel operation retains all the functionality of the OEM OBD system (if required to be so equipped) when operating on the fuel with which the vehicle was originally certified. 40 CFR 85.520(b)(6)(iii)(C)
- > I attest that the test group converted to dual-fuel or mixed fuel operation properly purges hydrocarbon vapor from the evaporative emission canister when the vehicles are operating on the alternative fuel. 40 CFR 85.520(b)(6)(iii)(D)

Signed: _____ **Date:** _____

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Compliance Statements

**By electronically signing my name, I confirm/attest that I comply with applicable regulations in 40 CFR part 85.
I also confirm/attest:**

- > I have submitted a document that describes how the conversion system qualifies as a clean alternative fuel conversion and have submitted OBD scan tool results as applicable. 40 CFR 85.520(b)(4)(i), (ii), (iii) and 85.520(b)(6)(i)
- > I have submitted an OBD scan tool report, as applicable, showing results from the procedure set forth in 40 CFR 85.520(b)(4)(ii). The results do not demonstrate a failed test. I have included the VIN of the test vehicle on the report. 40 CFR 85.520(b)(4)(ii)
- > The test group converted to an alternative fuel has fully functional OBD systems (if the OEM vehicles are required to be OBD equipped) and therefore meets the OBD requirements in 40 CFR 86, subpart S when operating on the alternative fuel. The OBD system properly detects and identifies malfunctions in all monitored emission-related powertrain systems or components including any new monitoring capability necessary to identify potential emission problems associated with the new fuel. These include but are not limited to: fuel trim lean and rich monitors, catalyst deterioration monitors, engine misfire monitors, oxygen sensor deterioration monitors, EGR system monitors, if applicable, and vapor leak monitors, if applicable. No original OBD system monitor that is still applicable to the converted vehicle is aliased, removed, bypassed, or turned off. No MILs are illuminated after the conversion. Readiness flags are properly set for all monitors that identify any malfunction for all monitored components. 40 CFR 85.520(b)(4)(i) and (iii)
- > I attest that I have taken steps to ensure that fuel conversion systems will be properly installed and adjusted such that the vehicle operates consistent with the principles of good engineering judgment and are expected to maintain or improve upon emission levels in a worst case vehicle. 40 CFR 85.520(b)(6)(i) and (7).
- > I have submitted a document that describes the conversion test group that is covered by this notification. 40 CFR 85.520(b)(6)(ii)
- > I have submitted detailed information confirming the durability of all relevant new and existing components and explaining why the conversion system will not harm the emission control system or degrade the emissions. 40 CFR 85.520(b)(6)(iii)(E)
- > I attest that based on development data or an engineering evaluation, converted vehicles are expected to maintain or improve upon emission levels when operated at high altitude. 40 CFR 85.520(b)(6)(i)

Signed: _____ **Date:** _____

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Compliance Statements

**By electronically signing my name, I confirm/attest that I comply with applicable regulations in 40 CFR part 85.
I also confirm/attest:**

- > I have submitted a document that describes how the conversion system qualifies as a clean alternative fuel conversion and have submitted OBD scan tool results as applicable. 40 CFR 85.520(b)(4)(i), (ii), (iii) and 85.520(b)(6)(i)
- > I have submitted an OBD scan tool report, as applicable, showing results from the procedure set forth in 40 CFR 85.520(b)(4)(ii). The results do not demonstrate a failed test. I have included the VIN of the test vehicle on the report. 40 CFR 85.520(b)(4)(ii)
- > The test group converted to an alternative fuel has fully functional OBD systems (if the OEM vehicles are required to be OBD equipped) and therefore meets the OBD requirements in 40 CFR 86, subpart S when operating on the alternative fuel. The OBD system properly detects and identifies malfunctions in all monitored emission-related powertrain systems or components including any new monitoring capability necessary to identify potential emission problems associated with the new fuel. These include but are not limited to: fuel trim lean and rich monitors, catalyst deterioration monitors, engine misfire monitors, oxygen sensor deterioration monitors, EGR system monitors, if applicable, and vapor leak monitors, if applicable. No original OBD system monitor that is still applicable to the converted vehicle is aliased, removed, bypassed, or turned off. No MILs are illuminated after the conversion. Readiness flags are properly set for all monitors that identify any malfunction for all monitored components. 40 CFR 85.520(b)(4)(i) and (iii)
- > I attest that I have taken steps to ensure that fuel conversion systems will be properly installed and adjusted such that the vehicle operates consistent with the principles of good engineering judgment and are expected to maintain or improve upon emission levels in a worst case vehicle. 40 CFR 85.520(b)(6)(i) and (7).
- > I have submitted a document that describes the conversion test group that is covered by this notification. 40 CFR 85.520(b)(6)(ii)
- > I have submitted detailed information confirming the durability of all relevant new and existing components and explaining why the conversion system will not harm the emission control system or degrade the emissions. 40 CFR 85.520(b)(6)(iii)(E)
- > I attest that based on development data or an engineering evaluation, converted vehicles are expected to maintain or improve upon emission levels when operated at high altitude. 40 CFR 85.520(b)(6)(i)

Signed: _____ **Date:** _____

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Compliance Statements

**By electronically signing my name, I confirm/attest that I comply with applicable regulations in 40 CFR part 85.
I also confirm/attest:**

- > I have submitted a document that describes how the conversion system qualifies as a clean alternative fuel conversion and have submitted OBD scan tool results as applicable. 40 CFR 85.520(b)(4)(i), (ii), (iii) and 85.520(b)(6)(i)
- > I have submitted an OBD scan tool report, as applicable, showing results from the procedure set forth in 40 CFR 85.520(b)(4)(ii). The results do not demonstrate a failed test. I have included the VIN of the test vehicle on the report. 40 CFR 85.520(b)(4)(ii)
- > The test group converted to an alternative fuel has fully functional OBD systems (if the OEM vehicles are required to be OBD equipped) and therefore meets the OBD requirements in 40 CFR 86, subpart S when operating on the alternative fuel. The OBD system properly detects and identifies malfunctions in all monitored emission-related powertrain systems or components including any new monitoring capability necessary to identify potential emission problems associated with the new fuel. These include but are not limited to: fuel trim lean and rich monitors, catalyst deterioration monitors, engine misfire monitors, oxygen sensor deterioration monitors, EGR system monitors, if applicable, and vapor leak monitors, if applicable. No original OBD system monitor that is still applicable to the converted vehicle is aliased, removed, bypassed, or turned off. No MILs are illuminated after the conversion. Readiness flags are properly set for all monitors that identify any malfunction for all monitored components. 40 CFR 85.520(b)(4)(i) and (iii)
- > I attest that I have taken steps to ensure that fuel conversion systems will be properly installed and adjusted such that the vehicle operates consistent with the principles of good engineering judgment and are expected to maintain or improve upon emission levels in a worst case vehicle. 40 CFR 85.520(b)(6)(i) and (7).
- > I have submitted a document that describes the conversion test group that is covered by this notification. 40 CFR 85.520(b)(6)(ii)
- > I have submitted detailed information confirming the durability of all relevant new and existing components and explaining why the conversion system will not harm the emission control system or degrade the emissions. 40 CFR 85.520(b)(6)(iii)(E)
- > I attest that based on development data or an engineering evaluation, converted vehicles are expected to maintain or improve upon emission levels when operated at high altitude. 40 CFR 85.520(b)(6)(i)
- > I attest that the test group 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 was originally certified. 40 CFR 85.520(b)(6)(iii)(B)
- > I attest that the test group converted to dual-fuel or mixed fuel operation retains all the functionality of the OEM OBD system (if required to be so equipped) when operating on the fuel with which the vehicle was originally certified. 40 CFR 85.520(b)(6)(iii)(C)
- > I attest that the test group converted to dual-fuel or mixed fuel operation properly purges hydrocarbon

vapor from the evaporative emission canister when the vehicles are operating on the alternative fuel. 40
CFR 85.520(b)(6)(iii)(D)

Signed: _____ **Date:** _____

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Compliance Statements

**By electronically signing my name, I confirm/attest that I comply with applicable regulations in 40 CFR part 85.
I also confirm/attest:**

- > I have submitted a document that describes how the conversion system qualifies as a clean alternative fuel conversion and have submitted OBD scan tool results as applicable. 40 CFR 85.520(b)(4)(i), (ii), (iii) and 85.520(b)(6)(i)
- > I have submitted an OBD scan tool report, as applicable, showing results from the procedure set forth in 40 CFR 85.520(b)(4)(ii). The results do not demonstrate a failed test. I have included the VIN of the test vehicle on the report. 40 CFR 85.520(b)(4)(ii)
- > The test group converted to an alternative fuel has fully functional OBD systems (if the OEM vehicles are required to be OBD equipped) and therefore meets the OBD requirements in 40 CFR 86, subpart S when operating on the alternative fuel. The OBD system properly detects and identifies malfunctions in all monitored emission-related powertrain systems or components including any new monitoring capability necessary to identify potential emission problems associated with the new fuel. These include but are not limited to: fuel trim lean and rich monitors, catalyst deterioration monitors, engine misfire monitors, oxygen sensor deterioration monitors, EGR system monitors, if applicable, and vapor leak monitors, if applicable. No original OBD system monitor that is still applicable to the converted vehicle is aliased, removed, bypassed, or turned off. No MILs are illuminated after the conversion. Readiness flags are properly set for all monitors that identify any malfunction for all monitored components. 40 CFR 85.520(b)(4)(i) and (iii)
- > I attest that I have taken steps to ensure that fuel conversion systems will be properly installed and adjusted such that the vehicle operates consistent with the principles of good engineering judgment and are expected to maintain or improve upon emission levels in a worst case vehicle. 40 CFR 85.520(b)(6)(i) and (7).
- > I have submitted a document that describes the conversion test group that is covered by this notification. 40 CFR 85.520(b)(6)(ii)
- > I have submitted detailed information confirming the durability of all relevant new and existing components and explaining why the conversion system will not harm the emission control system or degrade the emissions. 40 CFR 85.520(b)(6)(iii)(E)
- > I attest that based on development data or an engineering evaluation, converted vehicles are expected to maintain or improve upon emission levels when operated at high altitude. 40 CFR 85.520(b)(6)(i)

Signed: _____ **Date:** _____

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Compliance Statements

**By electronically signing my name, I confirm/attest that I comply with applicable regulations in 40 CFR part 85.
I also confirm/attest:**

- > I have submitted a document that describes how the conversion system qualifies as a clean alternative fuel conversion and have submitted OBD scan tool results as applicable. 40 CFR 85.520(b)(4)(i), (ii), (iii) and 85.520(b)(6)(i)
- > I have submitted an OBD scan tool report, as applicable, showing results from the procedure set forth in 40 CFR 85.520(b)(4)(ii). The results do not demonstrate a failed test. I have included the VIN of the test vehicle on the report. 40 CFR 85.520(b)(4)(ii)
- > The test group converted to an alternative fuel has fully functional OBD systems (if the OEM vehicles are required to be OBD equipped) and therefore meets the OBD requirements in 40 CFR 86, subpart S when operating on the alternative fuel. The OBD system properly detects and identifies malfunctions in all monitored emission-related powertrain systems or components including any new monitoring capability necessary to identify potential emission problems associated with the new fuel. These include but are not limited to: fuel trim lean and rich monitors, catalyst deterioration monitors, engine misfire monitors, oxygen sensor deterioration monitors, EGR system monitors, if applicable, and vapor leak monitors, if applicable. No original OBD system monitor that is still applicable to the converted vehicle is aliased, removed, bypassed, or turned off. No MILs are illuminated after the conversion. Readiness flags are properly set for all monitors that identify any malfunction for all monitored components. 40 CFR 85.520(b)(4)(i) and (iii)
- > I attest that I have taken steps to ensure that fuel conversion systems will be properly installed and adjusted such that the vehicle operates consistent with the principles of good engineering judgment and are expected to maintain or improve upon emission levels in a worst case vehicle. 40 CFR 85.520(b)(6)(i) and (7).
- > I have submitted a document that describes the conversion test group that is covered by this notification. 40 CFR 85.520(b)(6)(ii)
- > I have submitted detailed information confirming the durability of all relevant new and existing components and explaining why the conversion system will not harm the emission control system or degrade the emissions. 40 CFR 85.520(b)(6)(iii)(E)
- > I attest that based on development data or an engineering evaluation, converted vehicles are expected to maintain or improve upon emission levels when operated at high altitude. 40 CFR 85.520(b)(6)(i)
- > I attest that the test group 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 was originally certified. 40 CFR 85.520(b)(6)(iii)(B)
- > I attest that the test group converted to dual-fuel or mixed fuel operation retains all the functionality of the OEM OBD system (if required to be so equipped) when operating on the fuel with which the vehicle was originally certified. 40 CFR 85.520(b)(6)(iii)(C)
- > I attest that the test group converted to dual-fuel or mixed fuel operation properly purges hydrocarbon

vapor from the evaporative emission canister when the vehicles are operating on the alternative fuel. 40
CFR 85.520(b)(6)(iii)(D)

Signed: _____ **Date:** _____

Light Duty Vehicle/Outside Useful Life Notification Package: Clean Alternative Fuel Conversion Compliance Statements

**By electronically signing my name, I confirm/attest that I comply with applicable regulations in 40 CFR part 85.
I also confirm/attest:**

- > I have submitted a document that describes how the conversion system qualifies as a clean alternative fuel conversion and have submitted OBD scan tool results as applicable. 40 CFR 85.520(b)(4)(i), (ii), (iii) and 85.520(b)(6)(i)
- > I have submitted an OBD scan tool report, as applicable, showing results from the procedure set forth in 40 CFR 85.520(b)(4)(ii). The results do not demonstrate a failed test. I have included the VIN of the test vehicle on the report. 40 CFR 85.520(b)(4)(ii)
- > The test group converted to an alternative fuel has fully functional OBD systems (if the OEM vehicles are required to be OBD equipped) and therefore meets the OBD requirements in 40 CFR 86, subpart S when operating on the alternative fuel. The OBD system properly detects and identifies malfunctions in all monitored emission-related powertrain systems or components including any new monitoring capability necessary to identify potential emission problems associated with the new fuel. These include but are not limited to: fuel trim lean and rich monitors, catalyst deterioration monitors, engine misfire monitors, oxygen sensor deterioration monitors, EGR system monitors, if applicable, and vapor leak monitors, if applicable. No original OBD system monitor that is still applicable to the converted vehicle is aliased, removed, bypassed, or turned off. No MILs are illuminated after the conversion. Readiness flags are properly set for all monitors that identify any malfunction for all monitored components. 40 CFR 85.520(b)(4)(i) and (iii)
- > I attest that I have taken steps to ensure that fuel conversion systems will be properly installed and adjusted such that the vehicle operates consistent with the principles of good engineering judgment and are expected to maintain or improve upon emission levels in a worst case vehicle. 40 CFR 85.520(b)(6)(i) and (7).
- > I have submitted a document that describes the conversion test group that is covered by this notification. 40 CFR 85.520(b)(6)(ii)
- > I have submitted detailed information confirming the durability of all relevant new and existing components and explaining why the conversion system will not harm the emission control system or degrade the emissions. 40 CFR 85.520(b)(6)(iii)(E)
- > I attest that based on development data or an engineering evaluation, converted vehicles are expected to maintain or improve upon emission levels when operated at high altitude. 40 CFR 85.520(b)(6)(i)
- > I attest that a closed fuel system has been installed in accordance with current standard industry practice using the principles of good engineering judgment, and is leak free. 40 CFR 85.520(b)(3)
- > I attest that a gaseous fuel filling receptacle on the converted vehicle meets current industry standard practice using principles of good engineering judgment. 40 CFR 85.520(b)(3)

Signed: _____ **Date:** _____