

MODIFYING COMPLETE & CERTIFIED VEHICLES – EMISSIONS STANDARDS

INFORMATION CONCERNING FEDERAL, CANADA AND CALIFORNIA EXHAUST EMISSIONS, EVAPORATIVE EMISSIONS AND FUEL VAPOR RECOVERY REQUIREMENTS

Federal and Canada — Complete vehicles, if sold in the U.S. and Canada, except California, conform to applicable U.S. EPA exhaust emission requirements. If this complete vehicle is sold in Canada, it conforms to applicable Canada exhaust emission requirements. If a subsequent manufacturer increases the maximum completed curb weight by more than 500 pounds, or modifies the exhaust system or modifies the Onboard Diagnostic system (OBD), the subsequent manufacturer may be responsible for recertifying the vehicle to the applicable EPA or Canada emission standards. See MSAPC (Advisory Circular) #64. In Canada see the CMVSR 1101.

California — Complete vehicles, if sold in California, conform to the California exhaust emission requirements. Modifications by a secondary manufacturer to vehicles/engines shall be deemed not to increase emissions above the standards under which those vehicles/engines were certified and to be within the original certification if such modifications do not: (1) Increase vehicle weight more than 10 percent above the maximum completed curb weight, increase the maximum completed frontal area more than 10 percent, or result in a combination increase of weight plus frontal area of more than 14 percent; or (2) Include changes in axle ratio, tire size, or tire type resulting in changes in the drivetrain ratio of more than 5 percent; or, (3) Include any modification to the emission control system, exhaust system or onboard diagnostic system. No originally certified vehicle/engine which is modified by a secondary manufacturer in a manner described in items (1) through (3) of the preceding sentence may be sold to an ultimate purchaser, offered or delivered for sale to an ultimate purchaser, or registered in California unless the modified vehicle/engine is certified by the state board in accordance with applicable test procedures to meet emission standards for the model year for which the vehicle/engine was originally certified.

CALIFORNIA FUEL VAPOR RECOVERY

The following information applies to vehicles for sale or use in the state of California. California regulations require that the vehicle fuel systems be designed to accommodate a vapor recovery fueling nozzle including unobstructed access to the fill pipe. Fuel filler installed will comply with the "Specifications for Fill Pipes and Openings of Motor Vehicle Fuel Tanks," referenced in Title 13 California Administrative Code providing no part

of the second body, as installed, intrudes into the nozzle access zone.

ADDITIONAL MODIFICATION INFORMATION FOR FEDERAL, CANADA AND CALIFORNIA CERTIFICATION

The term "second bodies" includes not only the basic body or body structure but also any equipment permanently attached to the vehicle installed by the vehicle alterer.

- None of the following fuel system components as installed by DaimlerChrysler Corporation are to be removed, replaced, relocated, altered or modified in any way:
 - Fuel tank and attachment hardware, including sending unit and vapor valve
 - Fuel lines, routing and attachments, excluding fuel filler cap, filler pipe, filler hose and filler system attachment hardware
 - Vapor line and carbon canister
 - Fuel pump
 - Leak detection pump
 - Fuel filter and attachment
 - Throttle body
 - Air cleaner assembly
- No additional fuel tanks may be added.
- Any alteration or modification made to the vehicle as manufactured by DaimlerChrysler Corporation, and components or structure installed by the vehicle alterer must not result in penetration, separation or other damage to the fuel system or any portion thereof when the vehicle is tested in any manner specified by applicable provisions of FMVSS/CMVSR 301.
- The second body installed and the required fuel system components (identified below) must be located and mounted as follows:
 - Second body components must not contact any fuel system component (other than at the points where the fuel system is permanently attached to the second body)
 - Second body deformation or movement relative to the frame must not cause any fuel system component to be penetrated, disconnected or otherwise damaged
 - The rear end of the second body (excluding the rear bumper) installed must not extend beyond (overhang) the rear edge of the vehicle frame or frame extension. Any extension of the vehicle frame must be constructed and attached so as to perform as a continuation of the vehicle frame when the altered vehicle is tested in any manner specified by applicable provisions of FMVSS/CMVSR 301