

Maintenance of Emission-Related Components

- Part 86 recognizes that manufacturer-scheduled maintenance of emission-related components may sometimes be necessary.
- Regulatory provisions are aimed at:
 - motivating manufacturers to develop robust, low-maintenance designs
 - motivating end-users to do the maintenance.
- Scheduled emissions-related maintenance is:
 - described in the certification applications
 - performed during service accumulation (df) testing
 - specified in user manuals
 - subject to minimum allowable maintenance intervals

Maintenance

User Involvement and Critical Components

- A user's failure to follow manufacturer's emission-related maintenance requirements may void his emissions warranty.
 - It can also make the engine ineligible for recall testing (only properly maintained engines are tested).
- Some emission-related components, classified as *CRITICAL*, must also meet a more restrictive requirement.
 - These include catalytic converters and “add-on emissions-related components”.
 - Manufacturer must provide assurance that maintenance of these will in fact happen in-use.
 - List of acceptable methods included in CFR.
 - example: manufacturer pays for the maintenance.

Maintenance Provisions for 2007

- 2007+ engines are subject to same basic requirements as pre-2007 engines.
- One change in 2007 rule:
 - Manufacturer may require catalyst replacement during useful life only if he:
 - demonstrates that it will occur as scheduled, and
 - pays for it.
 - Aimed at avoiding under-designed aftertreatment.
 - Cleaning is not subject to this restriction