

Ohio EPA's Frequently Asked Questions Regarding Repairs Of Exhaust and Emissions Systems

Ohio EPA has prepared this document to answer some of the most commonly asked questions about the types of exhaust and emissions work a repair shop can legally perform. This document has been created from several U.S. EPA documents and Ohio EPA conversations. Much of this information regarding exhaust repair can be used as guidelines for general automotive repair. If you need further information about Ohio EPA's tampering policy, please call (614) 644-3059.

Question 1. Can I work on a vehicle which was previously tampered with?

Answer 1. Yes, you can work on a vehicle that was previously tampered with. However, if you are replacing a part that is not the proper part for that vehicle and emission system, then you are required to put the proper parts back on the vehicle (including if you have to remove them for any reason). The installation of improper parts or components which defeat, by-pass or render inoperative any emission control part or element of design originally installed or designed into the system by the manufacturer, is illegal. In other words, if you perform any work on any part of the vehicle which has been previously tampered with, you must perform the correct repair or not do it at all in order not to be liable for tampering. This is true regardless of the age or mileage on the vehicle and applies to any motor vehicle which was designed to meet federal emissions standards. For passenger cars and light-duty trucks, this means all 1968 or newer model years.

For example, if an empty air pump bracket needs to be removed in order to work on a water pump, the missing air pump must be replaced. If incorrect headers or exhaust manifolds need to be removed in order to perform work on the transmission, the proper exhaust manifolds or headers need to be replaced in order to avoid performing illegal emissions work (this includes vehicles containing test pipes rather than catalytic converters). Simply replacing the tampered part as it was when the vehicle entered the shop would be a violation of the tampering prohibition.

Also, if you perform any work on a vehicle that has been tampered with, you should document the condition of the vehicle when it came into the shop and precisely what work was performed to protect yourself from being accused of doing the improper work. You should do this by at least noting it on the invoice and possibly have the customer sign an acknowledgment. Photographs or drawings stapled to the invoice may be helpful.

In addition, any person who assists in the completion of any tampering (such as installing dual exhaust where the customer has installed headers even if converters are installed on both sides), that person has participated in the act of tampering begun by someone else and is also liable for tampering.

If someone has installed headers on a vehicle that was not manufactured with dual exhaust and wants you to complete the work of installing dual exhaust, you should recommend that it be put back in the original configuration. If the customer refuses to do that, you may restore the system to a single system immediately behind the headers and put any required converter(s) in the proper locations.

One exception to this is if the customer comes in with an already **complete** dual exhaust system that is rotted out and is willing to put converters on each side. Another exception is if the vehicle is a heavy-duty truck which did not have any converters when it left the factory. Since these vehicle engines only had a maximum back-pressure specifications when they left the factory and no minimum back-pressure specifications, it would not be illegal to install a dual exhaust system on such a vehicle.

Question 2. Can I put a 1976, 500 cubic inch, GM motor in my 1985 Chevy S-10 and be street legal?

Answer 2. No. U.S. EPA has certified vehicle models to meet their model year's emissions standards since 1968. This certification is known as the vehicle's certified configuration. Basically, for light-duty vehicles, installation of a light-duty engine into a different light-duty vehicle by any person would be considered tampering unless the resulting vehicle is identical (with regards to all emission related parts, engine design parameters, and engine calibrations) to a certified configuration of the same or newer model year as the vehicle chassis, or if there is a reasonable basis for knowing that the emissions are not adversely affected as described in Memorandum 1A (see attachment). Since the GM motor was last produced in a certified configuration in 1976, this type of engine switch would not be legal. It is also important to note under no circumstances may a heavy-duty engine ever be installed in a light-duty vehicle unless, when complete, it's identical to a light duty configuration

Question 3. Can I put a 1990 Mercury inboard engine in my 1985 F 150?

Answer 3. This motor was built for marine use but it is not impossible (but highly impractical) to legally install it in a vehicle. As described in Question 2, the finished product would need to be identical to a certified configuration of a light duty truck with a model year of 1985 or newer. Limitation as to the work that would be needed could make this switch cost prohibitive.

Question 4. Can I take the motor out of my 1992 F-350 and put it in my 1987 Mustang?

Answer 4. No. This engine switch would be considered illegal if the 1992 configuration for a heavy-duty truck was installed in a light-duty passenger vehicle even though it is a newer configuration. Installing a heavy-duty truck configuration in what was a light-duty chassis is considered tampering. You must stay within vehicle classifications when changing engine configurations. However, a heavy duty engine could be installed in a light duty vehicle if, when complete, it was identical to a light duty configuration.

Question 5. Are there any general guidelines for repair shops about the kind of exhaust work that can be legally performed on a previously tampered vehicle?

Answer 5. Repair shops must restore vehicles' exhaust systems to their original catalyst configuration if they work on that part of the exhaust system. Ohio EPA is not currently pursuing enforcement action against repair shops that perform repairs on one part of a vehicle's exhaust system if tampering has occurred in another part of the system. Ohio EPA does require, however, that when working on a vehicle where the catalytic converter has been removed, the repair shop must replace the catalytic converter if the section of pipe where the original converter should have been, needs to be replaced, or is even moved to perform work.

This would also include situations where the entire exhaust pipe is replaced. Repair shops must install a catalytic converter when replacing the entire exhaust system if the certified configuration required a catalytic converter.

You should also be aware of the installation requirements applicable to aftermarket catalytic converters which comply with U.S. EPA's requirements.

Question 6. If a vehicle is running rich, can I create a vacuum leak to lean emissions?

Answer 6. No. Ohio Revised Code (RC) section 3704.16 states it is illegal to remove permanently, bypass, defeat, or render inoperative, in whole or in part, any emission control system that is installed on or in a motor vehicle. Creating a vacuum leak would be a violation of Ohio's anti-tampering law. Another example of tampering would be flipping the thermostatic air cleaner lid over.

Question 7. Under what conditions or circumstances can a catalytic converter be removed from a motor vehicle and a converter replacement pipe be installed?

Answer 7. Under state and federal law, catalytic converters may not be removed and replaced with "converter replacement pipes" by any person. The 1990 Clean Air Act Amendments even prohibit private individuals from installing "converter replacement pipes" on their own vehicles. Anyone who installs such pipes would violate RC section 3704.16 and section 203(a)(3)(A) and (B) of the Clean Air Act (Act).

The only circumstances in which one would be allowed to remove a converter is for experimental research, or if the vehicle is being shipped overseas to an area where unleaded

gasoline is not generally available (vehicles traveling to Canada or Mexico are **not** eligible for this exemption). In these instances the vehicle owner must have a letter from the U.S. EPA specifically authorizing the converter removal from the vehicle in question.

Question 8. Can I remove a converter from a vehicle that is used only for “off-road” driving?

Answer 8. No. The tampering prohibition discussed in Answer 7 applies to this situation as well. The tampering prohibition applies to “motor vehicles” which are defined by RC section 4501.01 as “any vehicle, including mobile homes and recreational vehicles, that is propelled or drawn by power other than muscular power or power collected from overhead electric trolley wires.” A light-duty vehicle manufacturer certifies an engine chassis configuration as meeting the applicable emissions standards for motor vehicles manufactured in a given model year, and it is not legal for anyone to “de-certify” a motor vehicle for “off-road” use.

Question 9. A vehicle that has had its engine replaced is brought into a muffler shop. The owner says the new engine is pre-1975 and the vehicle no longer needs a converter. Is it tampering to remove the converter?

Answer 9. Yes. Again, the tampering prohibition in Answer 7 applies. A motor vehicle must be maintained in a proper certified engine-chassis configuration. In the case of engine switching, the resulting engine-chassis configuration must be identical in all material respects to one that was certified by the manufacturer for the same model year as the chassis or newer. It is not legal for anyone to change a vehicle into one that matches an older configuration that was certified by the manufacturer. Thus, removing a converter would be a violation of the law. The converter would need to be the same type as the original converter such as a three-way catalytic converter and must also be able to handle the exhaust capacity of the existing motor.

Question 10. A vehicle is brought into a shop because it’s pinging. Is it illegal to block off the vacuum signal line to an EGR valve?

Answer 10. Yes. RC section 3704.16 states it is illegal to remove permanently, bypass, defeat, or render inoperative, in whole or in part, any emission control system that is installed on or in a motor vehicle. Blocking off the vacuum signal line to the EGR valve would be considered a violation of Ohio’s anti-tampering law.

Question 11. If a vehicle is brought into a muffler shop with a missing converter and a replacement pipe already installed, is it tampering to install a new replacement pipe?

Answer 11. Yes. RC section 3704.16(B)(1) makes it illegal for any person to sell or to install any part where the principal effect would be to bypass, defeat, or render inoperative any device or element of design of a vehicle's emission control system.

A principal effect of a replacement pipe is to defeat or bypass the catalytic converter system as it was designed by the manufacturer. It is therefore, a prohibited act to install a replacement pipe in any situation. It is also a prohibited act to replace the entire exhaust pipe without replacing the catalytic converter.

Question 12. If a converter-equipped vehicle is brought to a muffler shop with a converter already removed by the owner, is it tampering to install a section of pipe in the space left vacant by the converter's removal?

Answer 12. Yes. The installation by a muffler shop of a section of pipe in the void left where the vehicle owner removed the converter is considered by Ohio EPA to be tampering. It is a violation of RC section 3704.16(B)(1) for a vehicle owner to remove a converter from his own vehicle. RC section 3704.16(B)(1) clearly prohibits all individuals from removing or rendering inoperative any emission control device or element of design. If a repair facility completes, assists, or participates in any way in this act of tampering begun by someone else, it has also acted in violation of RC section 3704.16(B)(1).

Question 13. A general repair shop operator knows that they can work on a vehicle with a straight pipe instead of a converter as long as they do not make contact with the tampered part. However, they're replacing a transmission and must disconnect the exhaust system from the engine in order to remove the old transmission and install a re-manufactured unit. They plan on putting the exhaust back on the vehicle "as-is" when the transmission work is complete. Is this legal?

Answer 13. Under state and federal law, catalytic converters may not be removed and replaced with "converter replacement pipes" by any person. Anyone who manufactures, sells, or installs such pipes would violate RC section 3704.16(B)(1). If a vehicle comes into the shop with no converter and a test pipe in its place, and the section of pipe where the original catalytic converter should have been needs to be removed or replaced, a catalytic converter must be installed. If the straight pipe in place of the converter breaks as it is being removed, the system must be restored to its original certified configuration and a converter must be installed.

Question 14. If a vehicle, still covered under the 8/80 warranty, comes in for an exhaust system repair and the converter is missing, can the shop operator install a universal converter or must the technician install an original equipment unit? In addition, if the repair does not involve replacement of the pipe where the converter originally was located,

can the technician replace components in back of the converter location?

Answer 14. If a vehicle still under warranty comes into a shop for exhaust system repairs, and the catalytic converter is missing, a universal converter may be installed. If the section of pipe where the original converter should have been needs to be replaced, the repair shop must install a catalytic converter.

However, the repair of components behind the location where the converter should be, is permitted without having to install a replacement converter.

Question 15. Do Ohio EPA regulations allow the repair of pipes on converters—such as the Subaru Y-pipe/converter?

Answer 15. Yes. The replacement or repair of pipes and heat shields, or repair of the converter itself, is permitted and encouraged as long as the repairs do not affect the function of the converter in such manner as to bypass or damage it or other emissions related systems, affect the distance from the converter(s) to the engine, or void the emissions warranties.

Question 16. A 1981 Chevrolet Malibu, recently purchased from a used car lot, comes to a muffler shop for repairs. Once on the lift, the technician discovers the vehicle has been altered with exhaust headers, straight pipes and dual exhaust. The technician tells the motorist that the only way the vehicle would not be considered in a tampered condition is if the vehicle header pipes are fitted to a “Y” pipe, followed by a converter and then a single exhaust pipe or another reverse “Y” pipe to form “fake” dual exhaust. The car owner says they bought the vehicle because it has dual exhaust and wants the shop to keep the true dual configuration, except add a universal converter to each exhaust pipe. Since it is a non-catalogued application, the technician says they don’t know if the exhaust temperatures from the singular pipes are hot enough for the two converters to reach light-off temperatures for the catalyst. What should the technician do?

Answer 16. Ohio EPA recommends that if any repair work is to be performed on emission control related components that have previously been tampered with, the system should be restored to its original certified configuration. While Ohio EPA would not recommend, encourage, or endorse any exhaust modification that makes the vehicle different than the original certified system, at the present time Ohio EPA is not pursuing enforcement actions if a repair shop merely puts on “fake” dual exhaust systems after (not at) the last converter **and** after the exhaust system has been “Y”ed together to a single exhaust pipe. Additionally, at the present time Ohio EPA is not pursuing enforcement actions if a repair shop merely puts catalytic converters on each pipe of a **complete** dual exhaust system.

Also, the owner may be notified that part of Ohio’s anti-tampering law includes the sale of a tampered vehicle. The owner may be grateful to the repair shop to know he or she is entitled by law to rescind the sale and/or recover damages from the seller, i.e., the tampering repairs can be paid for by the used car dealership or previous owner if the vehicle was knowingly sold to

him or her in a tampered condition.

Question 18. The owner of a 1996 Honda Accord requests that a muffler and tailpipe be installed. During the inspection before service begins, it is determined that the catalytic converter is broken up and leaking. The vehicle owner does not agree to purchase a catalyst. Knowing that the converter is not working properly, can the service facility repair just the muffler and tailpipe?

Answer 18. Yes, you can perform repairs to the muffler and tailpipe without replacing the catalytic converter. You may want to notify the vehicle owner that if the converter is not replaced, broken pieces of the substrate may flow into the muffler causing it to clog. The vehicle owner may have to determine if replacement of a defective converter is covered by the vehicle's manufacturer's warranty.

Question 19. A 1960 Ford Mustang replica kit car which requires chassis parts from a 1975 Mustang enters a repair shop. The engine required is a 5.0 liter, 302 CID from a 1980 Mustang, and the consumer requests the installation of an exhaust system. Does this vehicle require a catalytic converter? If so, how many and/or what type of converter should be installed?

Answer 19. If the vehicle is titled as a 2001 self-assembled vehicle by the Bureau of Motor Vehicles (BMV), for purposes of exhaust system repair, Ohio EPA would consider it, for anti-tampering purposes, a 1980 vehicle. If it is titled as a 1975 Mustang, Ohio EPA would consider it a 1975 vehicle and would require a 1975 or newer certified configuration. However, this vehicle should be approached as though it has had its engine switched (i.e., the engine that was originally certified with the 1975 chassis has been replaced with a 1980 engine). Therefore, in accordance with U.S. EPA's Kit Car Policy, the vehicle would need to have an exhaust system that makes the vehicle identical to a 1975 or newer certified configuration. Since the engine in this vehicle is a 1980 model, installing an exhaust system for a 1980 Mustang would be the most plausible solution.

Based on U.S. EPA's Certificate of Conformity for the 1980 Mustang 5.0 liter engine, the 49-state version of this vehicle requires a two-way converter system and the California version requires a three-way converter system. However, the number and type of converters may vary depending on the specific engine family. The best source of information concerning this matter is the vehicle manufacturer.

Certain vehicles completely assembled by kit car manufacturers, or built from complete kits, should be built according to U.S. EPA's Kit Car Policy. Those vehicles and their accompanying documentation will bear a label as to the make and model year of the original engine family represented by the vehicle. In these cases, use the information from that label to

ascertain the year of the engine and the appropriate replacement catalyts.

Question 20. A 1982 Mercedes 230 SE was purchased in Germany and brought to the United States by the consumer. The vehicle has no catalytic converter on it. Should an exhaust repair facility install a catalyst on this vehicle? If so, what type?

Answer 20. When this vehicle was imported to the United States, the vehicle owner should have either received an exemption from bringing the vehicle into conformity with U.S. emissions standards or had the vehicle brought into conformity. If the vehicle was exempted upon importation, the vehicle owner should be able to provide documentation which says the vehicle is exempt and, therefore, Ohio EPA would not require the vehicle to have a catalytic converter. However, Ohio EPA would allow the installation of a catalytic converter on an exempt vehicle (and may require it on certain vehicles needing an emissions test).

If the vehicle was modified to meet U.S. emissions standards, the vehicle should either have a letter of conformity from U.S. EPA or an emissions label located in the engine compartment stating that the vehicle was modified to meet U.S. EPA emission requirements, and the name of the Independent Commercial Importer (ICI) that made the modifications. Vehicles that were imported through an ICI should have a parts list document which identifies the type of catalytic converter that was installed on the vehicle when it was modified.

ICI's are also required to provide an emissions warranty on the vehicles they modify and the vehicle owner should contact the ICI regarding repairs covered by the warranty. For vehicles that were not modified by an ICI but have a letter of conformity, Ohio EPA would allow the repair facility to install an exhaust system (which may include catalytic converters) equivalent to the same model year as the U.S. version vehicle.

Finally, if the vehicle did not receive an exemption upon importation, and was not modified to meet U.S. emissions standards, Ohio EPA would allow a repair facility to install an exhaust system (which may include catalytic converters) equivalent to the same model year as the U.S. version vehicle.

If the vehicle owner does not know the vehicle's importation status (i.e., whether it received an exemption or certificate of conformity from U.S. EPA, or was imported through an ICI), the vehicle owner or exhaust repair facility may contact the Imports Section of U.S. EPA's Certification and Compliance Division (CCD) at (202) 564-9660.

Question 21. An El Camino enters my shop with only headers for the exhaust system. The owner wants my shop to install a y-pipe and then a complete exhaust with the converter in the correct position. The owner of the El Camino had previously taken out the engine and put another of the same size and year in the vehicle, but the air pump was not installed. The airline to the converter was missing and I'm concerned as to whether or not this work

would be legal. What should I do?

Answer 21. Headers are legal to use as part of the exhaust system if they perform the same function (such as the same backpressure and holes for air rails or oxygen sensors as required), it has no adverse effect on emission performance, and are CARB approved for that specific model. If someone has installed headers on a vehicle and wants you to complete the work of installing dual exhaust, you should recommend that it be put back in the original configuration. If the customer refuses to do that, then you can restore the system to a single system immediately behind the headers and put any required converters in the proper locations. In the case of the missing airline to the converter, the shop should install the converter and note on the invoice that they couldn't attach the airline because the air pump was missing. The shop may also want to inform the motorist that it is against the law to knowingly operate their vehicle in a tampered condition in the state of Ohio.

Question 22. Is it tampering to install a dual exhaust system on a vehicle originally equipped with a single exhaust?

Answer 22. The general rule is that a motor vehicle emission control system (which includes the exhaust configuration) may not be changed from an U.S. EPA certified configuration without subjecting the repair shop to liability for violating the state and federal tampering prohibition. The exhaust system configuration, including the location of the converters, and exhaust pipe diameter and length, are items specified by the manufacturer because engines and some of the associated emissions systems are generally affected by the exhaust system back-pressure, which subsequently affects vehicle emissions. The installation of a dual exhaust system with two converters would, therefore, be considered tampering. Ohio EPA does not, however, (per agreement with U.S. EPA) require a repair shop to restore a vehicle which already has a complete non-stock dual exhaust system, to a single exhaust configuration. A shop may, therefore, replace sections of pipes on such a system, except for that portion of the pipes where the original catalytic converter would have been located.

It would not be considered tampering to install a dual exhaust system with two converters if the vehicle manufacturer certified an identical engine-chassis configuration for the vehicle model year or newer that includes such an exhaust configuration.

Question 23. If a converter-equipped vehicle is brought into a muffler shop with no exhaust system past the exhaust manifold or headers, is it tampering to install a non-stock or dual exhaust system?

Answer 23. Yes. Repair shops must restore vehicles' exhaust systems to their original catalyst configuration if they work on that part of the exhaust system. The repair facility would be

completing the act of tampering in this situation by manufacturing, installing and selling an emission control defeat device.

Question 24. A 1972 Ford F-150 pickup requires exhaust service. Ford did not offer dual exhaust as an option in 1972. Can a dual exhaust system be installed on this vehicle?

Answer 24. Because Ford did not offer dual exhaust as an option on this vehicle for that model year or newer, a dual exhaust system may not be installed since the vehicle would not be identical to any certified configuration, and exhaust back-pressure is an element of design of the emissions control system. One possible exception would be if a vehicle was a heavy-duty model and came from the factory without catalytic converters.

Question 25. Can I drastically change the pipe configuration on a vehicle, as long as it is behind the OE converter configuration (side pipes or stacks on pickups, for example)?

Answer 25. The answer to Question 15 applies here as well. Ohio EPA is currently not pursuing enforcement actions on potential violations that are downstream of the last converter in the system **and** downstream from where the exhaust system comes together as a single system.

The same concerns about the potential problems with warranty coverage, emissions, and performance mentioned above apply here as well. You may want to check with other state agencies such as public safety to see if this type of work would violate other state laws.

Question 26. Can I install glasspacks or small turbo mufflers instead of direct-fit or cataloged replacement universal mufflers?

Answer 26. Exhaust back-pressure is an element of design of the emission system and any change could be considered a violation because of the possible effects on emissions. Any such changes should be approached cautiously because of the potential to adversely affect emissions, performance, and warranty coverage.

While Ohio EPA would not recommend, encourage, or endorse any exhaust modification that makes the vehicle different than the original certified system, at the present time Ohio EPA is not pursuing enforcement actions if a repair shop merely installs glasspacks or small turbo mufflers after (not at) the last converter **and** after the exhaust system has been “Y”ed together to a single exhaust pipe.

Question 27. If a 1975 or newer V-8 equipped vehicle has OE dual converters coming off of the exhaust manifolds and then forms into a single exhaust pipe, can I dual the system out directly behind the converters?

Answer 27. No. State law prohibits any person from removing or rendering inoperative any emission control device or element of design installed on or in any motor vehicle or motor vehicle engine. The exhaust system configuration, including the location of the converters, and

the exhaust pipe diameter and length, are items specified by the manufacturer during certification because engines and some of the associated emission systems are generally affected by the exhaust back-pressure, which subsequently affects vehicle emissions.

Thus, the back-pressure and the exhaust system configuration are elements of design of the emission control system as certified by the vehicle manufacturers. Therefore, any change to that system could be considered a violation of state law. Additionally, such an installation may also void the emission warranties afforded to vehicle owners.

Question 28. Can I dual it out from behind the single exhaust pipe?

Answer 28. Ohio EPA would not recommend, encourage, or endorse any such modification because it may void the warranties and adversely affect the performance, fuel economy and even exhaust emissions in some cases. However, at the present time we are not pursuing cases if someone duals out from behind the single exhaust pipe with “fake” duals after the last converter **and** after the exhaust system comes together to a single exhaust pipe.

This should not be construed to mean that you can use one of the direct fit converters marketed by some manufacturers which have dual outlets and either dual or single inlets to start the duals **at** the converter. We consider this type of modification to be a violation that may result in enforcement.

Question 29. A 1984 Chevrolet van, where the original 6-cylinder engine has been replaced with an 8-cylinder engine taken from a 1974 vehicle, enters a repair facility. Headers have been installed and the consumer requests that a dual exhaust system (without catalyts) be installed. What are the options of the exhaust repair facility in this instance?

Answer 29. In answering this question, Ohio EPA has to assume that this is a light-duty van. It is generally illegal to replace an engine with an older engine, as has occurred in this situation. The installation of headers may also be a violation of the tampering prohibition. Regardless of this issue, the repair facility would need to install an exhaust system equivalent to an exhaust system for a 1984 or newer certified configuration vehicle of this type.

If the 1984 Chevrolet van was manufactured with a catalytic converter, one must be installed that is the same type (e.g., two-way, three-way, three-way-plus-air) as the vehicle was manufactured with, and one that can handle the capacity of the larger engine that has been installed.

The installation of dual exhaust would only be allowed if a 1984 or newer 8-cylinder version of this vehicle was certified with a dual exhaust configuration and the vehicle has been modified to be identical to that certified configuration. Ohio law does allow the installation of dual exhaust on a heavy-duty vehicle which has a certified engine that did not have any converters when it came from the factory. The reason for this is that these heavy-duty engines without converters only had a maximum back-pressure specification (and no minimum back-pressure specifications) when they came from the factory. Additionally, the catalyst light-off would not be affected.

Ohio EPA recommends that if you perform any work on a vehicle that has been tampered with, you should document the condition of the vehicle when it came into the shop and precisely what work was performed. You may do this by noting it on the invoice and having the customer sign an acknowledgment. This helps protect you against liability for improper work.

Question 30. Who should I call if a vehicle that has been tampered with comes into my shop for exhaust system repairs and the vehicle owner refuses to allow me to make the system legal? I don't want to be prosecuted for something I'm not responsible for?

Answer 30. As long as you don't tamper with the system, help someone finish or complete the tampering, or install an incorrect part or system on a vehicle, you would not be liable for any violations. A prudent repair shop may want to refuse to do any work unless the vehicle owner authorizes complete restoration to the original certified configuration.

Ohio EPA would recommend that any repairs performed on a vehicle which has been tampered with be approached with caution and that appropriate measures be taken to precisely document the condition of the vehicle when it entered **and** left the shop. If you don't even work on the vehicle you may still want to fill out an invoice and advise the customer of the needed repairs. If you refuse to perform certain work which is illegal and you believe the customer is going elsewhere and getting it done, Ohio EPA recommends that you write down the date, customer's name (and address), make, model, year, license number, vehicle identification number (VIN), the condition of the vehicle when it left your shop, and where you believe they are getting the work done along with any information which leads you to that conclusion. Any information concerning tampering may be sent to Ohio EPA at the following address:

Ohio EPA
Lazarus Government Center
Division of Air Pollution Control
Mobile Sources Section
P.O. BOX 1049
Columbus, OH 43216-1049
(614) 644-3059

The more information you supply us with the more likely it will aid in our review of the matter. We believe that clean air should be a matter of concern for all citizens of Ohio. Your cooperation will help keep repair shops doing legitimate business from a competitive disadvantage.