

**ON-ROAD VEHICLE COMPONENT
HEAVY-DUTY ENGINE
EMISSION REDUCTION INCENTIVE PROGRAM
GUIDELINES, POLICIES, AND PROCEDURES**

SECTION I
INTRODUCTION The Tehama County Air Pollution Control District (TCAPCD) is seeking applications to reduce emissions from on-road heavy-duty motor vehicles, according to the terms and conditions described in these guidelines.

The purpose of the Heavy-Duty Engine Incentive Program (Heavy-Duty Engine Program) is to assist the TCAPCD in attaining state air quality standards by encouraging the early introduction of heavy-duty reduced-emission engine technologies. The widespread use of lower-emitting heavy-duty motor vehicles can provide improvements to air quality in Tehama County.

The TCAPCD is providing incentives to municipalities, government agencies, companies, fleet operators, and individuals interested in the purchase of:

- New/remanufactured (not rebuilt) heavy-duty reduced-emission motor vehicle engines for replacements in existing vehicles. (Repowers)
- Reduced-emission motor vehicle engine retrofit technologies meeting the minimum criteria described in these guidelines.

The Heavy-Duty Engine Program provides incentive funds toward the purchase of reduced-emission engine technologies. Funds are available for eligible engine replacements and/or engine retrofits that meet specific program criteria until the program funds are exhausted.

These guidelines describe the policies and procedures of the On-Road Vehicle Component of the Heavy-Duty Engine Program. For application materials only, please call or browse our website:

(530) 527-3717
www.tehcoapcd.net

For further information please contact:
Tehama County Air Pollution Control District
P.O. Box 38 Red Bluff, CA 96080
(530) 527-3717

**SECTION II
BACKGROUND**

The TCAPCD does not meet the health based State Ambient Air Quality Standards for ozone and particulate matter ten (10) microns or less in diameter (PM-10), and is required to implement strategies that will result in emission reductions. Nitrogen oxides (NOx) are an important factor in the formation of ozone and secondary PM-10. Heavy-duty motor vehicles are a significant source category that provides an opportunity to pursue cost-effective emission reductions.

**SECTION III
ELIGIBLE
PARTICIPANTS
AND VEHICLES**

Any individual, company or public agency may apply to receive an incentive under this program.

This program is fuel neutral, and is designed to encourage the purchase of reduced emission on-road engines which may be powered by diesel or alternative fuels, such as: natural gas, liquefied petroleum gas or electricity. Fueling infrastructure is not eligible for funding and will not be considered under this program.

The criteria for eligible engines/retrofit technology are as follows:

- The motor vehicle must have a minimum gross vehicle weight rating (GVWR) greater than 14,000 pounds.
- The reduced-emission engine/retrofit technology must be:
 - ◆ Certified for sale in California, or
 - ◆ be under experimental permit for operation in California;
- Vehicle Repower (engine replacement) Projects:
Mechanical to Mechanical Repower
 - ◆ If you have an existing mechanically controlled engine older than 1987, the replacement engine may be a 1987 or newer mechanically controlled remanufactured engine that exhibits at least a 15% reduction in NOx from the old engine. Criteria for eligible newer engines are as follows:

Eligible Engines (Mechanical to Mechanical Repowers):

- The remanufactured engine may be factory remanufactured or remanufactured by a factory authorized remanufacturing facility to ARB specifications through the utilization of a factory remanufacture parts list (CPL, Arrangement Number, etc.) that is certified by the ARB.

- The remanufactured engine may be an engine remanufactured by an ARB authorized non-OEM remanufacturer. However, non-OEM remanufacturers must comply with all of the ARB criteria demonstrating functional equivalency with OEM remanufacturers. For specific criteria on functional equivalency, please refer to Section X.

Mechanical to Electronic Repower

- ◆ If you have an existing mechanically controlled engine older than 1987 and you wish to replace this engine with an electronically controlled engine, the replacement engine must be an electronically controlled engine certified to October 1, 2002 standards. These projects will be evaluated on a case-by case basis and must be approved by ARB.

Electronic to Electronic Repower

- ◆ If you have an existing electronically controlled engine model year 1987 or newer the replacement engine must be an electronically controlled engine certified to October 1, 2002 standards. These projects will be evaluated on a case-by-case basis and must be approved by ARB.

- Criteria for Purchase of Retrofit Technology:

For retrofit or add-on equipment projects

- ◆ Shows at least a 15% reduction of NOx emissions and no increase in particulate emissions compared to the applicable standards for that engine year and type of application through:

- ARB verification,
- USEPA certification testing

- The purchase is not required by any local, state, or federal rule or regulation, or used to comply with any such rule or regulation.
- The purchase is not required by any local, state, or federal Memorandum of Understanding (MOU) or Memorandum of Agreement (MOA).
- The amount of emission reduction is not required by any local, state, or federal MOU or MOA.

- Applicants must obtain approval and have a signed, executed contract from the TCAPCD prior to purchase and installation of an engine. Any engine purchased and installed prior to contract execution is ineligible. Note: The TCAPCD Heavy-Duty Engine Program is not a rebate program.

NOTE: All reduced emission engines or retrofit kits must be certified or verified for sale in California and must comply with durability and warranty requirements. If the reduced emission technology is not certified by ARB, then the Applicant must obtain approval from ARB prior to the submission of the application to the TCAPCD.

**SECTION IV
PROGRAM
REQUIREMENTS**

In addition to the above engine/retrofit technology criteria, the following elements are set forth as program requirements:

- The vehicle shall be based within the TCAPCD.
- Seventy-five percent (75%) or more of the vehicle miles traveled or fuel consumption will be within the boundaries of California, for at least five (5) years from the date the vehicle is placed into service with the new reduced-emission technology.
- The Applicant will be required to submit simple annual reports for five (5) years from the beginning of vehicle operation with the new technology. The reports shall include such information as vehicle miles traveled, fuel consumed, and details regarding maintenance.
- The increase in manufacturer's maximum rated brake horsepower rating from the old engine to the new engine must not be over twenty-five percent (25%). The 25% increase in horsepower is calculated as follows:

$$\text{Current Engine Horsepower} * 1.25 = \text{Maximum New Engine Horsepower}$$

(e.g. 100 HP * 1.25 = 125 HP)

- The Applicant must be the legal and registered owner of the vehicle and the vehicle must be registered in the State of California for at least the past twelve (12) months.
- The incentive amount will be applied toward the differential cost associated with purchasing the reduced-emission technology, as compared to buying technology that meets the current ARB standards. The eligible incentive amount is determined using the criteria identified in Section IX. The total incentive provided by the TCAPCD will not exceed the NOx value of \$6.80 per pound

(\$13,600 per ton) of emissions reduced, or the maximum incentive limits identified in Section IX. There are no guarantees that the entire differential cost will be awarded.

- If the vehicle does not complete the minimum five (5) year term set forth in this program, a pro-rated portion of the funds must be returned to the TCAPCD.
- Purchaser agrees that any emission reductions associated with this program will be claimed and retired by the TCAPCD in the interest of air quality improvement for the residents of Tehama County. Purchaser waives, for all time, the right to claim emission reduction credits which may accrue at any time as a result of this program, and agrees not to apply to the TCAPCD or any other agency for such credits.
- Evidence of applicable current insurance coverage must be provided with the Claim for Payment for reimbursement purposes. Criteria and requirements may be reviewed, as new information becomes available, and can be revised at the discretion of the Air Pollution Control Officer as needed.

SECTION V
APPLICATION
PROGRAM
PROCESS

The application and program participation process is as follows (under normal circumstances):

- Application is submitted to the TCAPCD. Applications may be submitted by mail or hand delivery. NO FAXES WILL BE ACCEPTED. Faxed applications will not be processed.
- The application is reviewed by TCAPCD staff for completeness within five (5) working days of receipt of the application. If the application is incomplete, it will be returned to the Applicant with a description of areas in which the application is inadequate. Any application that is not returned with the requested information within fourteen (14) calendar days for processing is rendered null and void, and resubmittal is required.
- Complete applications will be reviewed to determine that program criteria and requirements have been met, and will be evaluated to determine estimated NOx emission reductions for the life of the vehicle, and the proposed incentive amount. The incentive amount will be based on the differential cost associated with purchasing the reduced-emission technology as compared to purchasing technology that meets the current ARB standards. The incentive will not exceed the cost-effectiveness value of up to \$6.80 per pound (\$13,600 per ton) of NOx emissions reduced, or the maximum incentive limits identified in Section IX.

Note: Changes made after applications have been submitted must be approved and verified by TCAPCD staff. Additionally, supporting documentation may be required to substantiate any changes made to applications. The types and amounts of documentation required will be at the discretion of TCAPCD staff.

- For engine repower projects, existing (old) engines will be pre-inspected by TCAPCD staff to verify their existence and that they are currently operating.
- Applicant will be notified of application approval or denial within five (5) working days of receipt. Upon approval of the application, the TCAPCD will prepare a simple contract for signature by the Applicant and the TCAPCD. The contract process may take several weeks to complete.
- Funds will be awarded based on NOx reduction cost-effectiveness. Projects will be funded starting with the most cost-effective to the least cost-effective projects during the initial application process. In the event that applications are submitted on the same day and rank the same for cost-effectiveness, projects will be funded in the order that they were received until funds are exhausted. If there are any funds left over after the initial application process, projects will be funded on a first-come, first-serve basis to all applications that meet the criteria and requirements, while program funds are available.
- Applicant orders and places the reduced-emission technology into service within six (6) months of contract signature.
- Applicant submits equipment invoice, and receipts for payment. The TCAPCD will review the information for compliance with all contract requirements. Additionally, the Applicant and their engine dealer must verify that the existing (old) engine is permanently removed from operation in California by one of the following methods:
 - ◆ Applicant and their engine dealer will provide written verification that the engine will be remanufactured through a factory-certified remanufacturing program. An invoice listing all of the engines (with serial numbers) and the name, address and telephone number of the remanufacturing company is necessary.
 - ◆ Applicant and their engine dealer may permanently disable the engine by punching at least a five (5) inch diameter hole through the engine block above the oil pan.

- ◆ Applicant and their engine dealer may also crush the engine and provide written verification such as a receipt from a scrap metal recycling operation.
 - Applicant invoices District and submits copy of vendor's invoice. The TCAPCD will review the information for compliance with all contract requirements. Applicant will set up an appointment for project monitoring (site visit). Verification that the replacement (new) engine is installed and operating and the existing (old) engine has been permanently disabled or documented to be removed from operation in California must occur prior to reimbursement. Note: Payment will be issued within 30 days after project monitoring has been completed.
 - Applicant submits simple annual reports for five (5) years. The TCAPCD maintains the right to monitor the project on a periodic basis.
 - Specific questions from engine dealers to the TCAPCD regarding the status of particular projects will not be accepted at any time. Project-specific questions must come from the Applicant only.
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**SECTION VI
INFORMATION
NEEDED FOR
APPLICATION**

The Applicant must provide information about each vehicle. The following information will be required when completing the on-road component application. Additional information may be requested during the review process if needed.

- Applicant Information
 - ◆ Organization name, address, contact name, person with contract signing authority, phone, fax.
 - ◆ The geographic area where the vehicle will be operated. Seventy-five percent or more of vehicle miles traveled or fuel usage must occur within the California for at least five (5) years from the beginning of vehicle operation with the reduced emission technology.
- Engine and Vehicle Information
 - ◆ The number of vehicles to be repowered, and/or retrofitted.
 - ◆ Gross vehicle weight rating (GVWR) of the vehicle.
 - ◆ Types of fuel currently being used and proposed to be used.
 - ◆ Type of activity for which the vehicle will be used.

- ◆ Estimated hours of operation, mileage, and fuel usage per year for each vehicle.
- ◆ The specific engine manufacturer, model number and year. For retrofits, the retrofit manufacturer and kit number.
- ◆ Manufacturer's maximum rated brake horsepower rating of engine (intermittent, not continuous).
- ◆ License and Vehicle Identification Number (VIN) for repowers and retrofits only. Vehicles must carry current registration and have been registered in the State of California for at least 12 months prior to application submission. Registration will be checked against California Department of Motor Vehicle (DMV) Records. Vehicles with out-of-state registration are not eligible for this program. Additionally, vehicles with "Planned Non-Operation" (PNO) registration are not eligible for this program.
- ◆ Cost of repower or retrofit and necessary reduced-emission components as compared to cost of the conventional technology.
- ◆ Rebuild cost of existing engine for repower and retrofit projects. For engine repower projects, the rebuild cost will be no less than Five Thousand Dollars (\$5,000).
- ◆ For glider kit applications, verification that the old engine has been installed and operating in the chassis for a minimum of three (3) years is necessary.
- ◆ Identify the engine or retrofit technology dealer/installer. Self-Installation of engines is not allowed in this program. All engines must be installed and warranted by a third party.
- Maintenance
 - ◆ Describe your maintenance facility and practices, including any special training required for the reduced-emission technology. If the training has not been completed, provide a time line for completion.

**SECTION VII
CONTRACT
REQUIREMENTS**

Those projects that receive funding must enter into explicit contracts with the TCAPCD setting forth specific performance criteria to ensure compliance with statute and audit requirements.

- Contract preparation will begin immediately upon TCAPCD approval of a project. The reduced-emission technology must be put into service within six (6) months from the date of contract signature. All projects will be reimbursed only for work completed, as project costs are incurred, documented, and verified.
- Prior to receiving any funds, the grantee must provide the TCAPCD with the following documents:
 - ◆ Claim(s) for Payment - with copies of itemized receipts.

**SECTION IX
INCENTIVE
LEVELS**

On-road vehicle projects are subject to a maximum grant amount awarded, based on the project type. Table 1 lists the maximum grant amount allowed for each on-road project type below.

Table 1

Maximum Grant Award for On-Road Vehicle Projects

MAXIMUM INCENTIVE AMOUNT		
Existing Engine	Replacement Engine	Incentive Amount
Pre- 10/02 - Electronic	Post 10/02 Electronic	\$30,000
Pre- 1987 Mechanical	Post 10/02 Electronic	\$30,000
Mechanical	OEM Mechanical	\$25,000
Mechanical	Non-OEM Mechanical	\$15,000

**SECTION X
NON-OEM
PROCEDURES**

Non OEM engine remanufacturers may be allowed to participate in the TCAPCD Heavy-Duty Engine Program by complying with the requirements outlined below. Approval for participation by the Non-OEM engine remanufacturer must be obtained by ARB prior to submission of any application identifying the Non-OEM participant as the engine dealer/installer. The TCAPCD reserves the right to request additional information and/or disallow any Non-OEM engine remanufacturer from the Heavy-Duty Engine Program.

PROCEDURE TO DEMONSTRATE FUNCTIONAL EQUIVALENCY FOR NON-OEM REMANUFACTURERS UNDER THE TCAPCD HEAVY-DUTY ENGINE PROGRAM (MOYER PROGRAM)

The procedure consists of three elements:

- ◆ Submission of lists to ARB of non-OEM parts that are functionally equivalent to the OEM parts they replace.

- ◆ Submission of the experience and expertise of the remanufacturer.
- ◆ Submission of the actual work to be done.
- Use of Functional Equivalent Non-OEM Parts
 - ◆ Each aftermarket manufacturer, which desires its parts to be eligible for participation in the Moyer program, will submit to ARB a list containing the following information:
 - The part type
 - The replacement part number
 - The engine or engine family for which it is used
 - The OEM part number it replaces
 - A statement that the replacement parts are functionally equivalent to the OEM parts they are replacing
 - ◆ As is the case under current practice, for those items for which ARB desires additional information, it could request such information, including a sample, if necessary.
- Submission by Remanufacturer of Experience and Expertise

Any remanufacturer desiring to participate in the Moyer Program will submit a letter regarding its operations and experience. This letter will include:

- ◆ The name and address (or addresses) of the remanufacturer;
- ◆ The length of time the remanufacturer has been operating;
- ◆ The number of employees and how many are actually involved in remanufacturing;
- ◆ The type of heavy duty parts it remanufactures, i.e., full engines, fuel systems, blocks, etc. and whether it performs the installation of the parts in the vehicle;
- ◆ The number of items it normally remanufactures annually;
- ◆ The background and experience of the owners, including original and continuing education, certifications or other recognitions achieved, previous heavy-duty businesses and any experience with any OEM or its franchised dealers;
- ◆ Any approvals or certifications achieved by the business itself;
- ◆ Whether it specializes in any type or make of heavy-duty part or parts;
- ◆ Whether it has performed work under the Moyer program; any other state or local program; or for any Federal, state or local agency;

- ◆ Whether it has ever been investigated for tampering with heavy-duty engines.

The letter will be signed by the owner of the business and will include the following statement:

“I affirm that my company will only remanufacture engines under the Moyer program using OEM parts or non-OEM parts from the parts lists submitted to ARB for use under the Moyer Program and will remanufacture such engine to be functionally equivalent from an emissions and durability standpoint to the OEM engine it is replacing.”

- ◆ After review of the letter ARB, could request additional information.

- Submission of Moyer Repowering Project

At the time a remanufacturer desires to participate in a specific Moyer Program repowering project, it will submit an additional letter, which will include the following:

- ◆ The air district for which the repowering work will be done;
- ◆ The number, make, year and configuration of the engine(s) being repowered;
- ◆ The configuration of the engine(s) after repowering;
- ◆ The OEM or aftermarket parts which the remanufacturer proposes to use and, for aftermarket parts, whether they are on a list submitted by the manufacturer to ARB for use in the Moyer program;
- ◆ If the remanufacturer was previously approved for the Moyer Program, whether there has been any material change in the operations of the remanufacturer since it was approved for the program by ARB.

**ON-ROAD VEHICLE COMPONENT
HEAVY-DUTY ENGINE
EMISSION REDUCTION INCENTIVE PROGRAM
APPLICATION**

Application to the Tehama County Air Pollution Control District (TCAPCD) for incentive funds for the purchase of on-road heavy-duty motor vehicle reduced-emission engines, and/or retrofits.

Please provide the following information regarding your proposed purchase and application. Additional information may be requested during the review process if needed. Applicant acknowledges that award of cash incentive is conditional upon approval of the TCAPCD and must meet the minimum eligibility criteria.

The applicant will be informed as to whether or not the application meets the minimum qualifications. If the application does not meet the minimum qualifications, the TCAPCD will provide the applicant with a list of deficiencies. If you have any questions regarding the application process or to submit an application, please contact the TCAPCD office.

Tehama County Air Pollution Control District
P.O. Box 38
Red Bluff, CA 96080
Phone: (530) 527-3717

NO FAXED APPLICATIONS WILL BE ACCEPTED

✓CHECK LIST FOR APPLICATION ITEMS ✓

Be sure the following items are included with your application submittal. Check each applicable box below to indicate inclusion of material.

- Completed Applicant Information Form
- Letter of Agreement from Alternative Fuel Provider (if applicable)
- Detailed Estimate from Engine Dealer (Specifically identify all costs including parts and labor)
- Other _____

✓CHECK LIST FOR ELIGIBILITY CRITERIA ✓

Please check each applicable box:

Existing Engine/Vehicle(s) to be Repowered/Retrofitted

- The existing vehicle has a minimum gross vehicle weight rating (GVWR) greater than 14,000 pounds.

The reduced-emission engine/technology:

- Is certified for sale in California, or
- Is under experimental permit for operation in California;

Vehicle Repower Projects:

Mechanical to Mechanical Repower

- If you have an existing mechanically controlled engine older than 1987, the replacement engine may be a 1987 or newer mechanically controlled remanufactured engine that exhibits at least a 15% reduction in NOx from the old engine. Criteria for eligible newer engines are as follows:

Eligible Engines (Mechanical to Mechanical Repowers):

- The remanufactured engine may be factory remanufactured or remanufactured by a factory authorized remanufacturing facility to ARB specifications through the utilization of a factory remanufacture parts list (CPL, Arrangement Number, etc.) that is certified by the ARB.
- The remanufactured engine may be an engine remanufactured by an ARB authorized non-OEM remanufacturer. However, non-OEM remanufacturers must comply with all of the ARB criteria demonstrating functional equivalency with OEM remanufacturers.

Mechanical to Electronic Repower

- If you have an existing mechanically controlled engine older than 1987 and you wish to replace this engine with an electronically controlled engine, the replacement engine must be an electronically controlled engine certified to October 1, 2002 standards. These projects will be evaluated on a case-by-case basis and must be approved by ARB.

Electronic to Electronic Repower

- If you have an existing electronically controlled engine model year 1987 or newer the replacement engine must be an electronically controlled engine certified to October 1, 2002 standards. These projects will be evaluated on a case-by-case basis and must be approved by ARB.

Purchase of Retrofit Technology:

Shows at least a 15% reduction of NOx emissions, and no increase in particulate emissions, compared to the applicable standards for that engine year and type of application through:

- ARB verification,
- U.S. EPA certification testing, or

- The retrofit technology is warranted by retrofit manufacturer and/or authorized dealer.

- The purchase is not required by any local, state, or federal rule or regulation, or used to comply with any such rule or regulation.

- The purchase is not required by any local, state, or federal Memorandum of Understanding (MOU) or Memorandum of Agreement (MOA).

- The amount of emission reduction is not required by any local, state, or federal MOU or MOA.

- The vehicle must have been registered and operational in California for at least the past 12 months. Vehicles with Planned Non-Operation (PNO) registration and vehicles not registered in California are not eligible for this program. The registration will be verified by the California Department of Motor Vehicles (DMV).

- Seventy-five percent (75%) or more of the vehicle miles traveled or fuel consumption will be within California, for at least five (5) years from the date the vehicle is placed into service with the new reduced-emission technology.

Applicants must obtain approval and have a signed, executed contract from the TCAPCD prior to purchase and installation of an engine. Any engine purchased and installed prior to contract execution is ineligible. Note: The TCAPCD Heavy-Duty Engine Program is not a rebate program.

This program is fuel neutral, and is designed to encourage the purchase of reduced-emission heavy-duty motor vehicles which may be powered by diesel or alternative fuels, such as: natural gas, liquefied petroleum gas, methanol, ethanol, or electricity.

NOTE: All reduced emission engines or retrofit kits must be certified for sale in California and must comply with durability and warranty requirements. If the reduced emission technology is not certified by ARB, then the Applicant must obtain approval from ARB prior to the submission of the application to the TCAPCD.

ON-ROAD VEHICLE REPOWER/RETROFIT APPLICATION

APPLICANT INFORMATION		
Organization/Company name:		
Business type (Corporation, Partnership, Sole Proprietorship, Government, etc.):		
Contact name and title (Engine Dealers may not be listed as the contact):		
Person with contract signing authority:		
Street/mailling address:		
City:	State:	Zip code:
Phone: ())	Fax: ())	
Cell phone: ())	E-mail:	
Geographic area to be served by equipment:		

I hereby certify that all information provided in this application and any attachments are true and correct to the best of my knowledge, and that I have read the separate Guidelines, Policies and Procedures document for this program component.

Printed Name of Contract Signing Authority:	Title:
Signature of Contract Signing Authority: (Must sign in INK ONLY)	Date:

ON-ROAD VEHICLE REPOWER/RETROFIT APPLICATION SECTION

Please check one:

- Repowering on-road vehicle with a new reduced-emission engine.
- Retrofitting on-road vehicle with new reduced-emission technology.

GENERAL INFORMATION ABOUT REPOWER OR RETROFIT
Fuel type:
Primary function of each equipment (e.g., public transit; long haul; local delivery):
Estimated total annual miles of operation:
Estimated total annual fuel consumption (in gallons):
Percent within district boundaries:
Is there any seasonality to the use of the vehicle? YES/NO If Yes, please explain:

CURRENT ENGINE
Vehicle make: Vehicle model:
Vehicle model year:
Vehicle license number:
Vehicle identification number:
Vehicle year:
Gross vehicle weight rating (GVWR):
Engine make: Engine model:
Engine serial number:
Manufacturer's maximum rated brake horsepower rating (not continuous):
Glider Kit (Y/N)
Cost of rebuilding engine:

NEW REDUCED-EMISSION ENGINE/RETROFIT
Engine make: Same as current
Engine model number: Same as current
Engine serial number : (Submit when available)
Vehicle identification number: Same as current
Cost of new engine:
Gross vehicle weight rating (GVWR):
Engine make: Engine model:
Engine serial number (When Available):
Manufacturer's maximum rated brake horsepower rating (not continuous):
Cost of new engine/retrofit (attach dealer estimate)
Air Resources Board Executive Order Number (Attach copy of ARB Executive Order):

ON-ROAD VEHICLE REPOWER/RETROFIT APPLICATION SECTION
(continued)

GENERAL INFORMATION ABOUT THE INSTALLER
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REDUCED-EMISSION ON-ROAD ENGINE REPOWER (replacement)	
Engine installer:	
Street address:	
City:	State:
Phone: ()	Fax: ()
Contact name:	

OR

RETROFIT TECHNOLOGY	
Retrofit manufacturer:	
Retrofit installer:	
Installer Street address:	
City:	State:
Phone: ()	Fax: ()
Contact name:	Retrofit kit number:
Description of retrofit technology:	