



ASSISTANT ADMINISTRATOR FOR ENFORCEMENT AND COMPLIANCE ASSURANCE
WASHINGTON, D.C. 20460

July 1, 2026

Mr. Mike Spagnola
Chief Executive Officer
Specialty Equipment Market Association
1575 S. Valley Vista Drive
Diamond Bar, California 91765

Dear Mr. Spagnola:

I am responding to the Specialty Equipment Market Association's (SEMA's) April 22, 2026 letter. We recognize the industry's interest in providing a pathway for automotive aftermarket products to demonstrate emissions compliance and appreciate SEMA's constructive suggestions.

The EPA's Tampering Policy (Nov. 23, 2020) identifies several compliance pathways for aftermarket manufacturers, including the type of emissions testing described in the SEMA Certified-Emissions (SC-E) program materials. The Tampering Policy explains how a person may demonstrate that an aftermarket product does not adversely affect automotive emissions by documenting that an appropriate vehicle equipped with the product will pass the same emissions tests used by the original equipment manufacturer to certify the vehicle under the Clean Air Act.

The materials SEMA has shared with the EPA describe how SEMA designed the SC-E program to meet the Tampering Policy's exact requirements. We agree that, as described, the emissions testing performed through SEMA's SC-E program satisfies the Tampering Policy's criteria. Aftermarket part manufacturers and vendors may ordinarily rely on an SC-E certificate as reasonable documentation that a part does not adversely affect emissions.¹

Thank you again for your work in this area and your continued dialogue on this issue.

Sincerely,


Jeffrey A. Hall

¹ The EPA retains discretion to vary from the Tampering Policy's criteria. The EPA considers each case independently and takes all relevant facts and circumstances into account when evaluating compliance with federal environmental laws.

cc: Craig J. Pritzlaff
Principal Deputy Assistant Administrator
Office of Enforcement and Compliance Assurance

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