

WHAT'S IN YOUR BOX?™



HERE IS WHAT'S IN OURS

Precision Manufacturing

With more than 20 vertically integrated manufacturing facilities, Standard® engineers, manufactures and tests EVAP components in-house.



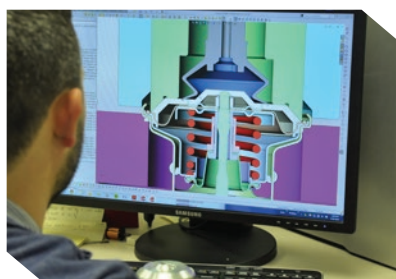
Testing & Validation

In the lab and on actual vehicles, our EVAP components are extensively tested for durability, performance and to ensure they seamlessly integrate with the EVAP systems on today's vehicles.



Industry-Leading Coverage

Standard® leads the industry in EVAP coverage with more than 1,200 precision-engineered components in a variety of categories.



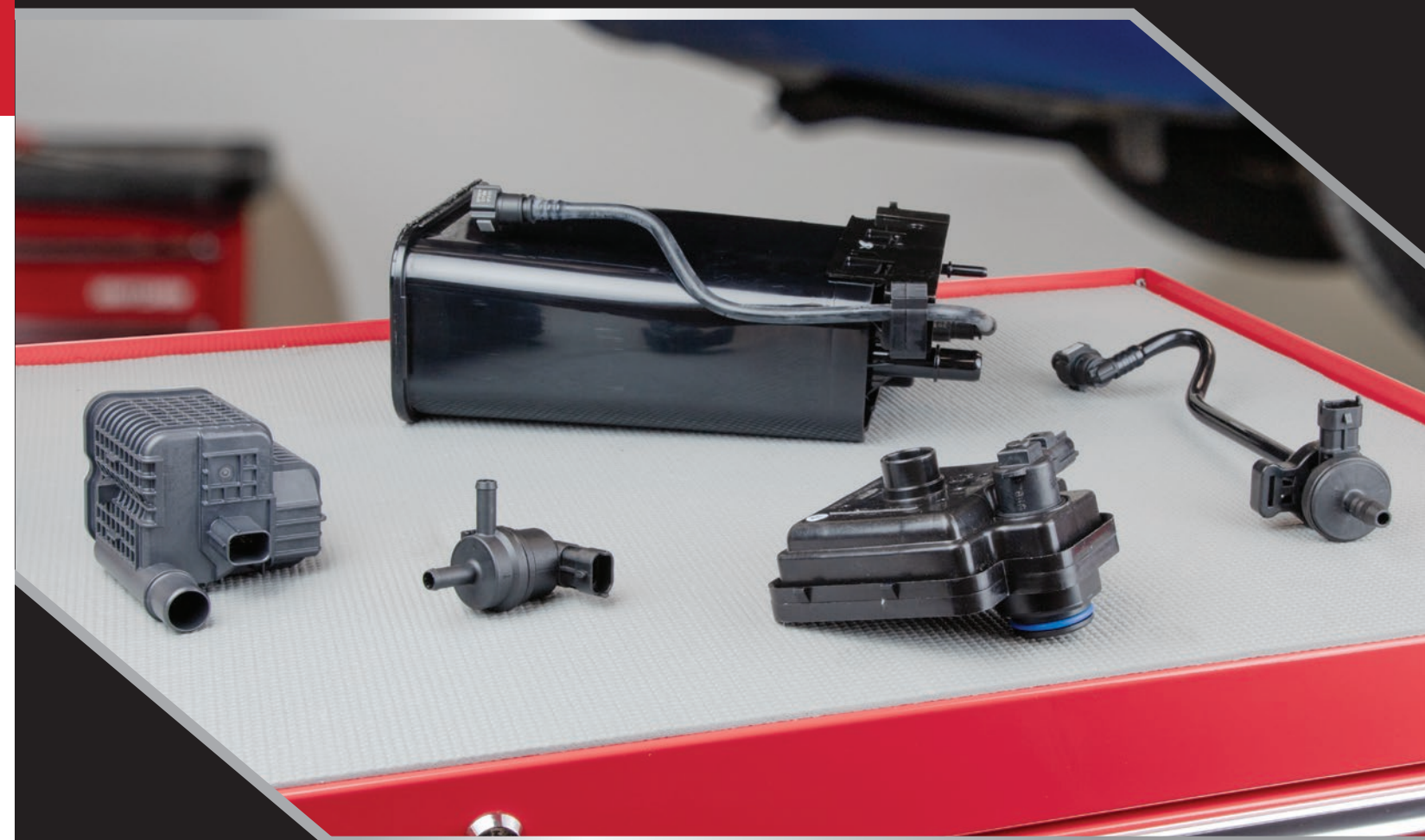
Improvements for Durability

Several Standard® EVAP components feature design improvements for durability, increasing the service life over the original component.



Sales Support

Training programs, technical videos, robust marketing, effective category management and a dedicated salesforce help ensure success.



EVAPORATIVE EMISSIONS PROGRAM

The Industry's Most Complete EVAP Program

Standard® leads the aftermarket with **over 1,200 precision-engineered EVAP Components** including Canister Purge Solenoids, Vent Solenoids, Fuel Vapor Canisters and all of the other components required to keep EVAP systems operating as designed.



Canister Purge Solenoids



Canister Purge Valves



Canister Vent Solenoids



Canister Vent Valves



Fuel Vapor Canisters



Fuel Vapor Leak Detection Pumps



Vapor Canister Purge Pumps



Vapor Canister Purge Valve Hoses



Vapor Canister Vent Hoses



Design Improvements for Durability

To keep evaporative emissions systems operating correctly, it is important that each component functions exactly as intended. However, some OE designs have weak points that lead to premature failure. We engineer improvements for durability, extending the service life of the part while integrating correctly with the vehicle's EVAP system.

Canister Purge Solenoid (Ford Vehicles)

OE Problem:

The original solenoid uses a plunger design with flaps which can prematurely break down. Debris from these flaps can get trapped inside the solenoid, causing it to stick open.

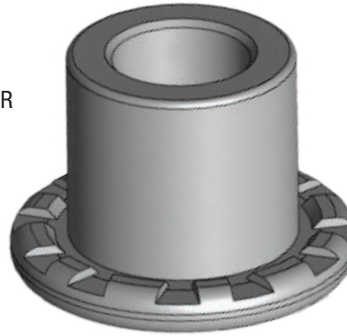
Standard® Solution:

Our engineers redesigned the plunger, replacing the flaps in the OE design with a 360° ribbed plunger stop.

This more robust design helps ensure a positive seal and is less prone to cracking.



UPDATED PLUNGER DESIGN OF CP758



Canister Purge Solenoid (GM Vehicles)

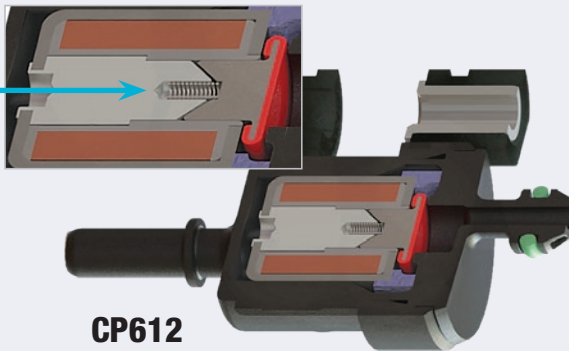
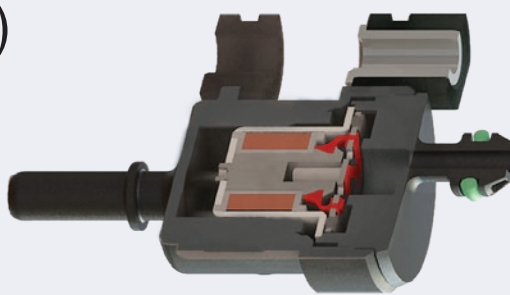
OE Problem:

The plunger inside the solenoid cracks prematurely, causing the solenoid to stick open, allowing fuel vapor to flow into the engine unchecked.

Standard® Solution:

Our engineers improved the plunger design, used a stronger material and added an internal bobbin to keep the plunger running true.

By keeping the plunger in alignment, wear is reduced, resulting in a longer-lasting solenoid.



CP612 (MADE IN USA)

WHEN OE FAILS...TRUST STANDARD®