

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-1
Relating to Exemptions under Section 27156
of the Vehicle Code

"EQUALIZER MOD 4-8"

Pursuant to the authority vested in the Air Resources Board by Section 27156 of the Vehicle Code; and

Pursuant to the authority vested in the undersigned by Section 39023 of the Health and Safety Code;

IT IS ORDERED AND RESOLVED: That the installation of "Equalizer Mod 4-8" as an add-on device manufactured by the Contignitron has been found to not reduce the effectiveness of required emission control devices in vehicles and therefore is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1966-1970 model-year vehicles.

This Executive Order is valid provided that installation instructions for this device will not recommend tuning the vehicle to specifications different than those listed by the vehicle manufacturer.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE "EQUALIZER MOD 4-8" DEVICE.

No claim of any kind, such as "Approved by Air Resources Board" may be made with respect to the action taken herein in any advertising or other oral or written communication.

Section 17500 of the Business and Professions Code makes unlawful, untrue or misleading advertising and Section 17534 makes violation punishable as a misdemeanor.

Section 39130 and 39184 of the Health and Safety Code provide as follows:

"39130. No person shall sell, display, advertise, or represent as a certified device any device which, in fact, is not a certified device. No person shall install or sell for installation upon any motor vehicle, any motor vehicle pollution control device which has not been accredited by the board."

"39184. No person shall sell, display, advertise, or represent as an accredited device any device which, in fact, is not an accredited device. No person shall install or sell for installation upon any used motor vehicle any motor vehicle pollution control device which has not been accredited by the board."

Any apparent violation of the policy or laws will be submitted to the Attorney General of California for such action as he deems advisable.

Executed at Sacramento, California, this 16 day of November, 1972.

JOHN A MAGA
Executive Officer

CONTIGNITRON "EQUALIZER"

11-1-72

Summary by G. Koe

DESCRIPTION:

1. See letters from Contignitron Co. 8-9-72 and 10-26-72 with description attached.
2. Pamphlet.
3. See sample device (loaned).
4. Summary - The Contignitron "Equalizer Mod-4" is an electronic device that, when added to a conventional ignition system, controls the saturation time of the vehicle's existing coil. The device also reduces existing distributor point contact current. The Mod-4-8 model controls the spark advance as a function of engine RPM.

APPLICABLE INFORMATION:

1. Patent applied for #167900 on August 2, 1971.
2. ARB Lab tested device-Project #205, July 1971. Report concludes no effect on exhaust emissions during a 7-mode hot start test from using this device.
3. Copy of Installation Instructions.
4. Additional emission test data from AAA: 7-mode and 60 MPH cruise tests on 1967 model Dodge Dart showing no change or a decrease in emissions, but no increase.
5. Letter dated October 26, 1972 asking for 1966-70 models with vacuum and/or centrifugal advance mechanisms exempted. Designated device as Mod-4-8.

CONCLUSIONS:

1. May exempt this device from Vehicle Code Section 27156 for vehicles which have conventional ignition systems. Vehicles which do not utilize breaker contact points in their distributors cannot use this device, e.g. all 1973 and ^{some} 1972 model Chrysler manufactured vehicles.
2. Breaker contact point life is expected to be increased.
3. The manufacturer should be notified that he may make no claims of emissions reduction.
4. Company now requests exemption for 1966-70 model year only, therefore, may exempt for these vehicles if they have vacuum and/or centrifugal advance mechanisms.