

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-186-23
Relating to Exemptions Under Section 27156
of the Vehicle Code

HKS USA
Nissan Turbocharger Kit

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 39515 and Section 39516 of the Health and Safety Code and Executive Order G-45-9;

IT IS ORDERED AND RESOLVED: That the installation of the Nissan Turbocharger Kit, manufactured and marketed by HKS USA, 2801 E. 208th Street, Carson, California 90810 has been found not to reduce the effectiveness of the applicable vehicle pollution control system and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for 1991 through 1999 Nissan and Infiniti passenger cars equipped with a 2.0L engine.

The Nissan Turbocharger Kit includes the following main components: Garrett turbocharger with no waste gate and a 6.5 psi. maximum boost, in-line ECU electrical modification which increases fuel flow at boost conditions, open element air filter, cast iron exhaust manifold, and a new EGR tube. The OEM oxygen sensor is relocated to the turbo housing outlet, the original EGR tube is replaced by a longer EGR tube that captures exhaust from the exhaust connecting pipe, and the ignition timing is retarded by 3 degrees. The manufacturer recommends 92 octane fuel.

This Executive Order is valid provided the installation instructions for the Nissan Turbocharger Kit will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

This Executive Order shall not apply to any Nissan Turbocharger Kit advertised, offered for sale, sold with, or installed on, a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

Changes made to the design or operating conditions of the Nissan Turbocharger Kit, as exempt by the Air Resources Board, which adversely affect the performance of the vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Nissan Turbocharger Kit using any identification other than that shown in this Executive Order or marketing of the Nissan Turbocharger Kit for an application other than those listed in this Executive Order shall be prohibited unless prior approval is obtained from the Air Resources Board.

Exemption of the Nissan Turbocharger Kit shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

This Executive Order does not constitute any opinion as to the effect the use of the Nissan Turbocharger Kit may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on submitted emissions test data which showed that the Nissan Turbocharger Kit did not adversely affect tailpipe emissions during the Cold Start CVS-75 Federal Test Procedure. Testing was conducted on a 1999 Infiniti G20 certified to a tier 1 emission standard. Emission levels of the vehicle with the Turbocharger Kit installed met the applicable emission standards. The following test results are in grams per mile with the deterioration factors applied:

	NMHC	CO	NOx
Standard	0.25	3.4	0.4
Device w/dfs	0.22	2.8	0.2

This Executive Order is also based on On Board Diagnostic II (OBD II) testing conducted on the same vehicle. Test data showed that the Nissan Turbocharger Kit when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

However, the ARB finds that reasonable grounds exist to believe that use of the Nissan Turbocharger Kit may adversely affect emissions of motor vehicles when operating under conditions outside the parameters of the previously prescribed test procedures. Accordingly, the ARB reserves the right to conduct additional emission tests, in the future, as such tests are developed, that will more adequately measure emissions from all cycle phases. If such test results demonstrate that the turbocharger adversely affects emissions during off-cycle conditions (defined as those conditions which are beyond the parameters of the Cold-Start CVS-75 Federal Test Procedure), this Executive Order shall be effectively rescinded as of the date the test results are validated. Further, if such test results or other evidence provides the ARB with reason to suspect that the turbocharger will affect the durability of the emission control systems, HKS USA shall be required to submit durability data to show that the durability of the vehicle emission control system is not, in fact, affected and/or that the add-on or modified part demonstrates adequate durability.

In addition to the foregoing, the ARB reserves the right in the future to review this Executive Order and the exemption provided herein to assure that the exempted add-on or modified part continues to meet the standards and procedures of Title 13, California Code of Regulations, Section 2222, et seq.

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 HKS USA'S NISSAN TURBOCHARGER KIT.

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

Violation of any of the above conditions shall be grounds for revocation of this order. The order may be revoked only after a ten-day written notice of intention to revoke the order, in which period the holder of the order may request in writing a hearing to contest the proposed revocation. If a hearing is requested, it shall be held within ten days of receipt of the request and the order may not be revoked until a determination after hearing that grounds for revocation exist.

Executed at El Monte, California, this 7th day of June 2000.



R. B. Summerfield, Chief
Mobile Source Operations Division