

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-187-24

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Street Legal Performance
SLP Phase 1 Supercharger 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-14-012;

IT IS ORDERED AND RESOLVED: That the installation of the SLP Phase 1 Supercharger Kit, manufactured and marketed by Street Legal Performance, 39555 Schoolcraft Road, Plymouth Township, Michigan 48170, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems and, therefore, is exempt from the prohibitions of Section 27156 of the Vehicle Code for the following General Motors vehicle applications:

<u>Part Nos.</u>	<u>Vehicle Applications</u>
620068 and 620076	2014 to 2016 5.3L Pickup Trucks and SUVs
620072 and 620077	2014 to 2016 6.2L Pickup Trucks and SUVs

The SLP Phase 1 Supercharger Kit consists of the following main components: Eaton TVS 1900 supercharger with an 83mm diameter pulley, intake manifold, bypass valve, intercooler, open air box with conical filter, air intake tubing, and a reflashed ECM (no user adjustments). Boost is limited to 9.0 pounds per square inch on the 5.3L kits and 6.0 pounds per square inch on the 6.2L kits. The stock crankshaft pulley, fuel injectors, and thermostat are retained. All supplied fuel hoses are Avon's CADbar 9000 series or a stock replacement, and fuel and vapor line connectors supplied with the kit are OEM – equivalent parts. Breather hoses may be replaced with an SAE30R9 rated hose or a stock replacement.

This Executive Order is valid provided that the installation instructions for the SLP Phase 1 Supercharger Kit will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer.

Changes made to the design or operating conditions of the SLP Phase 1 Supercharger 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 SLP Phase 1 Supercharger Kit using any identification other than that shown in this Executive Order or marketing of the SLP Phase 1 Supercharger 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.

This Executive Order does not constitute any opinion as to the effect the use of the SLP Phase 1 Supercharger Kit may have on any warranty either expressed or implied by the vehicle manufacturer.

This exemption is issued based on submitted emissions test data, from the SEMA Garage, Diamond Bar, California, on a 2015 model year 5.3L GMC Sierra certified to the LEV II ULEV emission standards, engine test group FGMXT06.2374, and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure (SFTP US06/SC03) test cycle.

	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Standards, UL*	0.070	2.1	0.04	0.011
Device Test w/df, 2 test avg.	0.058	1.0	0.01	0.001

	US06/SC03	
	NMHC+NOx	CO
Standards 4k	0.40/0.31	10.5/3.5
Device	0.02/0.01	4.3/0.2

Boost measured at 9.3 psi.

* LEV II ULEV, CVS-75 FTP emissions standards, also counted as USEPA Bin 4.

Test results showed that the SLP Phase 1 Supercharger Kit when installed on the vehicle did not cause exhaust emissions to exceed the applicable emission standards during the FTP and SFTP. This Executive Order is also based on the On-Board Diagnostic II (OBD II) testing conducted on the same test vehicle. The SLP Phase 1 Supercharger Kit when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

The Air Resources Board 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 THE SLP PHASE 1 SUPERCHARGER 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.

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

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 is made after the hearing that grounds for revocation exist.

Executed at El Monte, California, this 23rd day of September 2016.


Annette Hebert, Chief

Emissions Compliance, Automotive Regulations and Science Division

