

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-234-5
Relating to Exemptions Under Section 27156
of the Vehicle Code

JONES ELECTRONIC TECHNOLOGIES
Power Control Module

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 Power Control Module, manufactured and marketed by Jones Electronic Technologies (JET), 17491 Apex Circle, Huntington Beach, California 92647 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 the following vehicle applications listed below, **excluding any vehicle certified to an ultra low emission vehicle (ULEV) emission standard.**

<u>Model-Year</u>	<u>Make</u>	<u>Device</u>
1994-2000	General Motors Vehicles, Excluding Buick & Oldsmobile Passenger Cars	Stage 1 or Stage 2 Module
1986-2000	Ford Vehicles	Ford Modules

The Power Control Modules are designed to enhance vehicle performance at near wide open throttle driving characteristics. The manufacturer recommends 92 octane fuel with the use of the Power Control Module. The Power Control Module is an electronic device that is install between the wiring harness and the electronic control unit (ECU) on General Motors applications and in the service port of the ECU on Ford applications.

This Executive Order shall not apply to any Jones Electronic Technologies' Power Control Module advertised, offered for sale, or sold with or installed on, a motor vehicle prior to or concurrent with transfer to an ultimate purchaser.

This Executive Order is granted based on the following emissions test data submitted on a 2000 Lincoln Navigator and a 2000 Chevrolet C1500, both certified to a low emission vehicle standard. The vehicles in the modified configuration met the applicable emission standards. Testing consisted of one Cold Start CVS-75 Federal Test Procedures in the modified configuration. The following test results are in grams per mile with deterioration factors applied:

	2000 Navigator 5.4L engine				2000 C1500 5.3L engine w/ Stage 2 Module Installed			
	NMOG	CO	NOX	HCHO	NMOG	CO	NOX	HCHO
Standard	0.195	5.0	0.6	0.022	0.160	4.4	0.4	0.018
Device	0.110	1.3	0.2	0.001	0.081	1.5	0.3	0.002

This Executive Order is also based on On Board Diagnostic II (OBD II) testing conducted on the same test vehicles. Test data showed that the Power Control Module when installed on the vehicles 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 Power Control Module 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 Power Control Module adversely affect 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 Power Control Module will affect the durability of the emission control system, JET 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.

This Executive Order is valid provided that the installation instructions for the Power Control Module 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 Power Control Module, 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 Power Control Module using any identification other than that shown in this Executive Order or marketing of the Power Control Module 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 Power Control Module shall not be construed as exemption to sell, offer for sale, or advertise any component of the kit as an individual device.

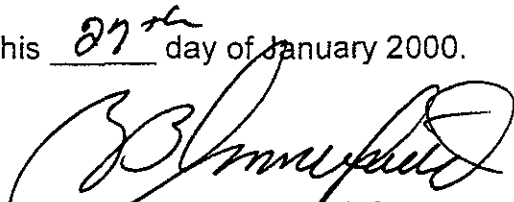
This Executive Order does not constitute any opinion as to the effect the use of the Power Control Module may have on any warranty either expressed or implied by the vehicle manufacturer.

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 JONES ELECTRONIC TECHNOLOGIES' POWER CONTROL MODULE.

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 27th day of January 2000.


R. B. Summerfield, Chief
Mobile Source Operations Division