

File

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-265-18
Relating to Exemptions Under Section 27156
of the Vehicle Code

MOPAR PERFORMANCE
Engine Controller Computer

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

IT IS ORDERED AND RESOLVED: That the installation of the Engine Controller Computer, manufactured and marketed by Mopar Performance of 26311 Lawrence Avenue, Center Line, Michigan 48015-9760 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 1995 through 1999 2.0L Neons.

Model-Year	SOHC		DOHC	
	Stock ECU	Mopar Perf.	Stock ECU	Mopar Perf.
1995	4874157	P5007033	4874164	P5007034
1996	5269940	P5007035	5269944	P5007036
1997	5269993AE	P5007037	5293004AD	P5007038
1998	5269817AE	P5007037	5269825AE	P5007038
1999	5269817AJ	P5007037	5269825AJ	P5007038

This Executive Order is valid provided that installation instructions for the Engine Controller Computer will not recommend tuning the vehicle to specifications different from those of the vehicle manufacturer. Manufacturer recommends 92 octane fuel.

This Executive Order shall not apply to any Mopar Performance Engine Controller Computer advertised, offered for sale, or 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 Engine Controller Computer, as exempt by the Air Resources Board, which adversely affect the performance of a vehicle's pollution control system shall invalidate this Executive Order.

Marketing of the Engine Controller Computer using any identification other than that shown in this Executive Order or marketing of the Engine Controller Computer 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 Engine Controller Computer may have on any warranty either expressed or implied by the vehicle manufacturer.

This Executive Order is granted based on the following submitted emissions test data on a 1999 Neon certified to a low emission vehicle standard which showed that the vehicle 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:

	NMOG	CO	NOX	HCHO
Standard	0.075	3.4	0.2	0.015
Device	0.067	0.7	0.1	0.001

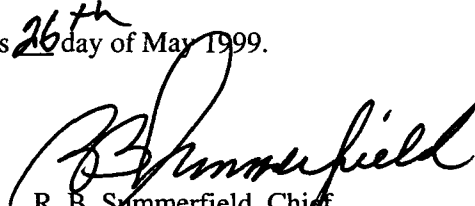
This Executive Order is also based on On Board Diagnostic II (OBD II) testing conducted on the same vehicle. Test data showed that the controller when installed on the vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

THIS EXECUTIVE ORDER DOES NOT CONSTITUTE A CERTIFICATION, ACCREDITATION, APPROVAL, OR ANY OTHER TYPE OF ENDORSEMENT BY THE AIR RESOURCES BOARD OF CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF MOPAR PERFORMANCE'S ENGINE CONTROLLER COMPUTER.

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 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 ^{26th} day of May 1999.


R. B. Summerfield, Chief
Mobile Source Operations Division