

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-265-52

Relating to Exemptions under
Section 27156 of the Vehicle Code

FCA US LLC
Mopar Performance
Mopar Demon Crate, P/N 77072422AD

Pursuant to the authority vested in the California Air Resources Board (CARB) by Section 27156 of the Vehicle Code (VC); and

Pursuant to the authority vested in the undersigned by Sections 39515 and 39516 of the Health and Safety Code and Executive Order G-14-012;

IT IS ORDERED AND RESOLVED: That installation of the Mopar Demon Crate, manufactured by FCA US LLC - Mopar Performance, 1000 Chrysler Drive, Auburn Hills, Michigan 48326, has been found not to reduce the effectiveness of the applicable vehicle pollution control systems, and therefore, the Mopar Demon Crate is exempt from the prohibitions in VC Section 27156 for installation on the 2018 model year Dodge Challenger SRT that is equipped with a 6.2L supercharged gasoline engine.

The Mopar Demon Crate consists only of a replacement air filter element in the stock housing, a new non-latching add-on interior dash button with built-in light to indicate activation of "High Octane Mode", and an ECU upgrade without user adjustments. ECU upgrade calibration is only active when switch is engaged (switch light on) and 100 octane fuel is used. If fuel requirements are not met, system error message on dash "High Octane OFF Fuel Quality Too Low" will be displayed for 5 seconds as well as the switch light will flash and an audible chime will be heard. The High Octane mode will default to off immediately and cannot be forced on. ECU upgrade (High Octane Mode) will not activate under any one of the following conditions: Octane fuel less than 100, throttle depressed, cruise control is set, MIL or ETC is illuminated, or vehicle is operating in a type of valet mode.

This Executive Order is valid provided that the installation instructions for the Mopar Demon Crate will not recommend tuning the vehicle to specifications different from those of FCA US LLC - Mopar Performance.

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

The California 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 exemption is issued based on submitted emissions and catalyst temperature test data, from the FCA US LLC's Emissions Laboratory in Chelsea, Michigan, on a 2018 model year Dodge Challenger SRT equipped with a supercharged 6.2L engine, certified to the LEV II LEV emission standards, modified with the Mopar Demon Crate, and tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) test cycle and the Supplemental Federal Test Procedure test cycle.

	<u>CVS-75 FTP</u>			
	NMOG	CO	NOx	HCHO
Standards, Useful Life Std.	0.090	4.2	0.07	0.004
Device Test, Avg, of 2*	0.047	0.7	0.03	0.001
Device Test**	0.073	0.9	0.02	0.001
Device Test, Avg, of 2***	0.073	1.1	0.02	0.001

	<u>SFTP Composite</u>	
	NMOG+NOx (Useful Life Std.)	CO (4K Std.)
Standards	0.130 (BIN)	2.7
Device Test, Avg, of 2*	0.078	0.7
Device Test**	0.082	0.8
Device Test, Avg, of 2***	0.079	0.8

* 93 octane certification fuel, Mopar Demon Crate installed, unable to activate due to low octane, 120K aged components

** 100 octane fuel, Mopar Demon Crate installed and active, 120K aged components

*** 100 octane fuel, Mopar Demon Crate installed and not-active, 120K aged components

To address possible increases in exhaust temperature, FCA US LLC - Mopar Performance submitted back to back, 93 vs 100 octane, Mopar Demon Crate installed and active, ¼ mile drag runs, which showed no significant change in exhaust temperature at the collector or catalyst inlet and outlet.

Test results showed that the Mopar Demon Crate, 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 Mopar Demon Crate when installed on the test vehicle did not affect the vehicle's ability to perform its OBD II monitoring.

The California 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 CALIFORNIA AIR RESOURCES BOARD OF ANY CLAIMS OF THE APPLICANT CONCERNING ANTI-POLLUTION BENEFITS OR ANY ALLEGED BENEFITS OF THE MOPAR DEMON CRATE.

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

No claim of any kind, such as "Approved by the California 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 Mopar Demon Crate 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 16 day of October 2017.



Annette Hebert, Chief
Emissions Compliance, Automotive Regulations and Science Division

