

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-271-15

Relating to Exemptions Under Section 27156
of the California Vehicle Code

Kenne Bell, Inc.
TS Series Supercharger

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-02-003;

IT IS ORDERED AND RESOLVED: That the installation of the TS Series Supercharger, manufactured and marketed by Kenne Bell, Inc., 10743 Bell Court, Rancho Cucamonga, California 91730, 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 vehicle applications, excluding 2006 model year General Motors vans:

Part Number	Application	Pulley Diameter
TS7000-4.0	1999-2003 4.0L Jeep Wrangler	2.625 inches
TS7000-4.0	1999-2001 4.0L Jeep Cherokee	2.625 inches
TS9000-4.8	1999-2006 4.8L GM Trucks	3.5 / 3.75 inches with / without intercooler
TS9000-5.3	1999-2006 5.3L GM Trucks	3.375 / 4.0 inches with / without intercooler
TS9000-6.0	1999-2006 6.0L GM Trucks	3.125 / 3.75 inches with / without intercooler
TS9000-8.1	1999-2006 8.1L GM Trucks	3.0 inches without intercooler

The TS7000 Series Supercharger includes the following main parts: A twin screw type supercharger with a maximum boost of 6 pounds per square inch, 2.625 inch diameter supercharger pulley, intake manifold with intercooler, supercharger by-pass valve, larger capacity fuel injectors, air intake tubing, open element air cleaner, and a reprogrammed control module. The stock radiator thermostat is retained. The stock throttle body and mass airflow sensor are retained, but relocated to the inlet housing of the supercharger.

The TS9000 Series Supercharger includes the following main parts: A twin screw type supercharger with a maximum boost of 6 pounds per square inch, supercharger pulley, intake manifold, supercharger by-pass valve, larger capacity fuel injectors, air intake tubing, open element air cleaner, 160 degree thermostat, EGR spacer, PCV and vacuum hoses, and a reprogrammed control module. The stock throttle body and mass airflow sensors are retained, but relocated to the inlet housing of the supercharger.

This Executive Order is valid provided that the installation instructions for the TS Series Supercharger will not recommend tuning the vehicle to specifications different from those submitted by the device manufacturer.

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

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

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

This Executive Order is granted based on submitted emissions test results on a General Motors truck and a prior evaluation conducted on a 1999 Jeep Grand Cherokee with a 4.7L engine (D-271-13). Testing for the General Motors truck consisted of a Cold-Start CVS-75 Federal Test Procedure, Supplemental Federal Test Procedure (US06/SC03), and an examination of the On-Board Diagnostic II (OBD II) system. A 2004 Chevrolet C1500 with a 5.3 liter engine (4GMXT06.0187, LEV I SULEV, MDV) was used for the evaluation of the TS9000 Series Supercharger. Results from emissions testing conducted at Automotive Testing and Development Services, Inc., of Ontario, California, are shown below (in grams per mile with deterioration factors applied):

		CVS-75				US06/SC03	
		NMOG	CO	NOx	HCHO	NMHC+NOx	CO
Standards	50k	0.125	3.4	0.14	0.015	0.4/0.31	10.5/3.5
Device		0.099	1.9	0.05	0.001	0.08/0.03	0.7/0.4

The emission test results in the modified configuration were below the applicable certification standards. Examination of the OBD II system showed the TS Series Supercharger does not affect OBD II system operation.

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 TS SERIES SUPERCHARGER.

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 it, during 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 30th day of September 2005.



Allen Lyons, Chief
Mobile Source Operations Division