

State of California
AIR RESOURCES BOARD

EXECUTIVE ORDER D-271-20

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 Ford Motor Company vehicles:

PART NO	YEAR	MAKE	ENGINE (L)	BOOST	SUPERCHARGER Displacement (L)	PULLEY Dia. (Inches)
TS1000 SERIES	2007-12	SHELBY GT500/KR	5.4	12	2.8	3.25
TS1000 SERIES	2007-12	SHELBY GT500/KR	5.4	12	3.6	3.87
TS1000 SERIES	2007-12	SHELBY GT500/KR	5.4	12	4.2	4.50

The 2007 to 2012 model year Ford 5.4L Shelby GT500/KR Supercharger Kit consists of the following main components: Twin screw supercharger designed to replace the stock supercharger, modified ECM calibration, Ford GT style air intake system and mass air flow sensor, 75 mm throttle body, and a conical air filter in a new air box. The stock crankshaft pulley is retained. There are no changes or modifications to any of the following: vacuum or emission related hoses, fuel injectors, or radiator thermostat. Maximum boost is 12 psi.

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 prior submitted emission test data generated on a 2007 model year 5.4L Ford Shelby GT500 certified to the Low Emission Vehicle II Low Emission Vehicle (LEV II LEV) emission standards, modified with the TS Series Supercharger Kit. Test results on the GT500 showed that emission levels, with Kenne Bell, Inc.'s TS Series Supercharger installed, met the applicable emission standards when tested using the Cold-Start CVS-75 Federal Test Procedure (FTP) and the Supplemental Federal Test Procedure (SFTP US06/SC03) test cycles. Boost pressure was measured at 11.6 psi. for the Shelby GT500. Examination of the OBD II system showed the TS Series Supercharger did not affect OBD II system operation. Results from emission testing conducted at the Automotive Testing and Development Services, Inc., of Ontario, California are listed below with deterioration factors applied.

2007 model year Ford Shelby GT500	CVS-75 FTP			
	NMOG	CO	NOx	HCHO
Standards	0.075	3.4	0.05	0.015
Device Test	0.061	2.1	0.05	0.001
	US06/SC03			
	NMHC+NOx		CO	
Standards 4k	0.14/0.20		8.0/2.7	
Device	0.03/0.04		4.1/2.1	

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 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 28 day of June 2011.


Annette Hebert, Chief
Mobile Source Operations Division